

FEATURING THE BEST OLD BUSES AROUND

Buss & Coach PRESERVATION

Inside this month:

**NEW HOME FOR WEST
MIDLANDS LYNX**



WHIPPETS' CITYBUSES



ENSIGN OUT TO PLAY



**KINGSBRIDGE,
PORTSMOUTH,
MANCHESTER REPORTS**

**Plus all the latest
news and regular
features galore!**



TWO FOR ONE!

**Oxford Loline runs again while
sister bus shows you how**



NEWS PLUS

The latest news from the world of bus preservation and beyond.

TWO FOR ONE

In its 50th Anniversary year, PHILIP LAMB takes a look at the Oxford Bus Museum's two City of Oxford Dennis Lolines.

RETURN JOURNEY: OXFORD IN NBC DAYS

We visit COMS territory to take a look as what was going on there in NBC days.

STILL IN SERVICE

Whilst we wait with huge anticipation for your 'On the Road' submissions (See B&CP, January), we bring you a fine selection of 'Still in Service' tail-enders compiled by DAVID JUKES.

COACHING CLASSICS: STRIPEY 'DECKERS

Towards the end of its reign, NBC introduced a new 'stripey' local coach livery. The scheme soon spread to dual-purpose seated double-deckers used on express or limited-stop routes. Take a look at these ...

ENSIGN EXTRAVAGANZA

JOHN G. LIDSTONE enjoys the variety at the Ensignbus Running Day.

KINGSBRIDGE 2016

Some highlights of this year's event are brought to you via the camera of IAN WILLIAMSON.

NELSON ON THE BUSES

The City of Portsmouth Preserved Transport Depot's 2016 Classic Buses Running Day was held at the Royal Armouries, Fort Nelson. DAVID JUKES brings us a selection of pictures.

THE BIG ORANGE

Highlights of a major event celebrating Greater Manchester's orange buses at the Museum of Transport.

EVENING DRIVE

A Wallace Arnold Plaxton Consort-bodied AEC Reliance ventures out after dark.

RETURN JOURNEY: WALLACE ARNOLD

Some of the coaches which have carried the Wallace Arnold name.

RARE LYNX CHANGES HANDS

Dual-purpose seated Leyland Lynxes were a rare beast. SIMON GILL brings us news about the Yardley Wood Bus Club's recent acquisition.

RETURN JOURNEY: A CHAIN OF LYNX

Yes! A group of Lynx is called a chain, so here's one for you ...

THE LAST FAREWELL

Whippet's final Volvo Citybus has had to be withdrawn due to DDA regulations after almost 30 years' operation of the type. Much to the regret of many, as NICK LARKIN discovers.

AFTER THEY WERE FAMOUS: JOURNEY'S START

During the 1980s Lonsdale Coaches of Heysham employed several double-deckers on a contract transferring passengers between Lancaster railway station and the Isle of Man ferry terminal in Heysham. Here's a flashback ...

AFTER THEY WERE FAMOUS: SERVICE FLEET

Here's a selection from the days when no self-respecting operator would be without its lorries, tower wagons, recovery vehicles, tree-lopers etc etc etc — all converted from buses ...

THE MODEL PAGE

NIGEL APPLEFORD revisits Oxford Diecast's Bedford OWB.

OFF ROUTE

We pay tribute to some special step-entrance buses on their demise under DDA, and how about a book on an omnibus with truly terrible passengers?

BUSMART

B&CP's comprehensive advertising section, where you can buy or sell any bus-related item.

Cover: Making a long-awaited appearance in B&CP is East Lancs-bodied Dennis Loline, City of Oxford 304 KFC. Read the full story of this and sister bus 305 (305 KFC) on page 10. PHILIP LAMB

6

ISLAND JOURNEY

10

Whilst the Isle of Wight has never been able to boast a range of transport-related attractions to equal that of the Isle of Man, it is even today well worth a visit to see the buses, coaches and former London tube trains in service. Major bus operator on the island, Southern Vectis, has held sway for many decades. Today a member of the Go Ahead group, Southern Vectis was, during the period under examination here, a National Bus Company subsidiary with a Tilling/BTC heritage, hence the leaf green Eastern Coachworks-bodied Bristols which were the mainstay of the operator's bus services.

14

Out of the scope of this magazine, but nevertheless worthy of mention are the former tube trains, two generations of which have now seen between them many year's valuable service and have succeeded in keeping the railway from Ryde to Shanklin. Their use stems in the main from the clearance in Ryde's St John's tunnel. Special stock would otherwise have to be built, and to date this has not proved economical.

22

Here we invite you to come with us on a winter-busting trip to the island in NBC style!

26

32

34

38

42

44

46

50

53

58

60

64

68

71/1





LEFT: It's June 1977 and Bristol RELL6G 862 (PDL 493H) awaits its next departure at Newport bus station.

BELOW: Godshill is a picturesque inland village bustling with pubs, cafes and gift shops. Calling in on its way to Shanklin is Bristol VRT 628 (SDL 638J).



MAIN PICTURE: A picture which typifies the island surface transport scene in NBC times. It's early October 1981 and even back then summer is clinging on. The scene centres on Ryde Esplanade, the main interchange between buses and trains on the island. Unit O33, bound for Ryde Pier, passes unit 043 beginning its journey, in those days possibly all the way to Ventnor. Bristol FLF6G 606 (BDL 582B) awaits departure to Cowes. Also in shot are a couple of Bristol VRTs and a Bristol RE. Pictures: PRESBUS ARCHIVE



YARDLEY WOOD BUS CLUB

2017 OXFORD MODEL ANNOUNCEMENTS

1:76 Scale

76BI-001 EAST KENT—BEADLE INTEGRAL (£17) RRP £18.95
 76PAN-006 BERE REGIS & DISTRICT—PLAX. PANORAMA (£17) RRP £18.75
 76PD2-005 EDINBURGH—LEYLAND PD2/12 TITAN (£18) RRP £20.95
 76WFA-006 BIRCH BROS—WEYMANN FANFARE (£17) RRP £18.75

1.148 Scale

NAEC-014 SOUTHDOWN—AEC MATADOR (£6) RRP £6.95
 NIRZ-005 WHITE—SCANIA IRIZAR PB (£8) RRP £9.45
 NNR-003 LONDON UNITED—NBFL (£8) RRP £8.75

Pre-order now

Please note that there are no dates when these models will be available

CORGI

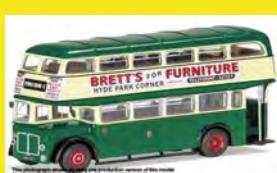
1:76 MODELS STILL AVAILABLE £25 (RRP £38.99)



46616A GO AHEAD LONDON
 (11 Liverpool Street)
 46616B GO AHEAD LONDON
 (11 Fulham Broadway)



46712A LOTHIAN ECLIPSE 2
 (43 Waverley)
 46712B LOTHIAN ECLIPSE 2
 (21 Leith Links)



41418A IPSWICH AEC REGENT
 (X Ipswich Station)
 41418B IPSWICH AEC REGENT
 (3 Rushmere Heath)

SUBJECT TO AVAILABILITY

1:76 NEW BT CROSVILLE BRISTOL MW6G OUR PRICE £13

B208A. Reg No.HFM 584D, Fleet No.EMG584 (N9 Pwllhei)

Cream with Green Band Livery

B208B. Reg No 920 VFM, Fleet No. EMG421 (R5 Goleson)

All Over Cream Livery

B208C. Reg No 244 FFM, Fleet No. EMG354 (\$35 Barmouth)

Top Cream, Lower Green Livery



POSTAL CHARGES FROZEN AGAIN UNTIL MARCH 2017

For Models Posted Out Together

UK Rates: 1 Model = £3: Each Additional Model £1.50 each

Europe Rates: 1 Model = £4: Each Additional Model £2 each

Worldwide Rates: £5 per Model

Payment by Cheque, Cash, Bank Transfer only
 Sorry we do NOT accept Debit / Credit cards

WWW.ywbc.co.uk

Email Address: turland@btinternet.com

07814 403173

CONTACT ADDRESS
YARDLEY WOOD BUS CLUB
71 TAYLOR ROAD
KINGS HEATH
BIRMINGHAM B13 0PB

SERVICE WITH A SMILE AT YWBC

BT MODELS

Special Offer all at £10 Each

DUPLE DOMINANTS, LEYLAND LEOPARDS & FORD DOMINANT COACHES

B007 MAIDSTONE & DISTRICT (900 Gillingham) 2163, JKK 163V

B008 EAST KENT (001 Ramsgate) 8809, VJG 809T

B009 EASTERN NATIONAL (261 Brentwood) 1209, BNO 695T

B010 LONDON COACHES AHE 996T

B011 GREY-GREEN (083 Yarmouth) XYK 764T

B014A KELVIN SCOTTISH (5 Lenzie Station) 3061, 630 DYE

B014B KELVIN SCOTTISH (Chartered) 3063, RMS 396W

B015 COLCHESTER (084 Colchester) 102, DHK 102T

B016A WALLACE ARNOLD GREY SWW 142R

B016B EVAN EVANS SWW 130R

B017 SMITHS HAPPWAY 113, BTB 696T

B018 WALLACE ARNOLD CREAM 1537, XWX 166S

B019 WYPTE METROCOACH YWX 537X

B012 BRITISH COACHWAYS CED 203T

BRISTOL LODEKKA'S

B104A FIFE (12 Birnham Road) FRD106, GM 7002

B104B FIFE (025 Garage) FRD104, GM 7011

B105A WEST RIDING (82 Hemsworth) 401, XNU 424

B105B WEST RIDING (58 Wakefield) 418, SNN 73

B107A WESTERN SMT (Woodhall) GB1151, GCS 237

B107B WESTERN SMT (Dellingburn) GB1158, GCS 244

B108A BRISTOL (418 Bristol) L8460, YHT 956

B108B BRISTOL (233 Chippenham) L8486, 851 CHU

B109A WEST YORKSHIRE (53 Bradford) DX46, RWY 824

B109B WEST YORKSHIRE (53 Harrogate) DX23, OWX 167

B110A MIDLAND GENERAL (D8 Chesterfield) 436, VRB 522

B110B NOTTS & DERBY (C6 Nottingham) 468, 17 DRB

ALL MODELS SUBJECT TO AVAILABILITY

OXFORD MODELS STILL AVAILABLE



£14



£14

76OWB-012 Warstones
Bedford OWB

BMC-004 Harris Coach
Booking Office

YWBC

We are pleased to announce our

new "Showbus"

TWM 1266

Leyland Lynx

Look out for us in 2017 at

Rallies across the UK



RALLY DATES FOR 2017 SEASON

2 Jan Bank Holiday Monday
 Coventry

Running Day & Transport Fair
 at Coventry Rugby Club
 Butts Road CV1 3GE

26 Feb Swansea Bus Museum

Open & Running Day

12 Mar Dewsbury Bus

Museum Open Day

25 / 26 Mar Manchester
 Transport Museum

9 Apr Brooklands Bus

Museum Open Day

16 / 17 Apr Wythall Museum

Easter Operating Days

30 Apr / 1 May Wythall

Museum Bank Holiday

Running Days

Editor:
Philip Lamb 024 7661 6930
busandcoachpreservation@gmail.com

Contributing editors:
Simon Gill simongill217@gmail.com
David Jukes david.n.jukes@btinternet.com
Nick Larkin nicklarkin721@btinternet.com
John G. Lidstone thamesview@hotmail.com

News editor:
Nigel Appleford 8 Claydon Avenue, Southsea PO4 8RJ
nigel.appleford@btinternet.com

Design and layout:
Russell Strong busandcoachpreservation@gmail.com

Administration/Readers' ads/trade advertising sales:
Sandra Lamb 024 7661 6930
presbusps2@btinternet.com

To contact any of the above by post please write to:
Bus & Coach Preservation, Unit 12, Redland Close,
Alderman's Green Industrial Estate, Coventry CV2 2NP.

Subscription Service:
Webscribe Ltd 01442 820580
bcg@webscribe.co.uk

Write to: Bus & Coach Preservation Subscriptions
Department: Unit 4 College Road Business Park,
College Road North, Aston Clinton, HP22 5EZ.

Binders and back issues are available from Webscribe
using the B&CP subscriptions address given above.

Printed by:
Precision Colour Printing Ltd
Haldane, Halesfield 1, Telford, Shropshire. TF7 4QQ.

Distribution by:
Seymour Distribution Ltd
2 Poultry Avenue, London. EC1A 9PP.

Editorial contributions:

We welcome digital images, but regret we are no longer able to take any responsibility for prints or transparencies, unless they have been specifically commissioned by ourselves. If e-mailing please send only high-resolution images. Contributors are responsible for verifying copyright. Items accepted will be paid for at our standard rates in force at the time of publication. Documentation must accompany all contributions. Articles are also welcomed, but we advise that when these are of a longer nature (ie 500 words or more) that you contact us first to discuss your ideas. Neither the Editor nor Presbus Publishing can be held responsible for any loss/damage however caused.

Please send your contributions to:
Bus & Coach Preservation, Unit 12, Redland Close,
Alderman's Green Industrial Estate, Coventry CV2 2NP.
E-mail: busandcoachpreservation@gmail.com

Opinions and views expressed in this magazine are not necessarily those of the Editor nor of Presbus Publishing.

We are unable to guarantee the bona fides of any of our advertisers. Readers are strongly recommended to take their own precautions before parting with any information or item of value, including, but not limited to money, manuscripts, photographs or personal information in response to any advertisement within this publication.

Bus & Coach Preservation is published on the first Thursday of the month preceding the cover date. All rights reserved. No parts of this magazine may be produced or transmitted in any form by any means, electronic or mechanical, including photocopying, recording or by any information storage and retrieval system, without prior permission in writing from the copyright owner. Multiple copying of the contents of the magazine without prior written approval is not permitted.

© 2017 Presbus Publishing
Unit 12, Redland Close,
Alderman's Green Industrial Estate,
Coventry CV2 2NP
E-mail: busandcoachpreservation@gmail.com

ISSN 1462 1886

Happy New Year!

The *B&CP* team has changed a little since we last did this, so let's try it again — this time I hope I don't miss anyone out!

We wish our readers a happy and prosperous new year! We are: Philip Lamb (Editor); Sandra Lamb (Advertising and Administration); Nigel Appleford, Simon Gill, David Jukes, Nick Larkin and John G. Lidstone (Contributing Editors); Russell Strong (Layout and Design); Jen and Jane at Webscribe (Subscriptions) and those who regularly help out with our event stand: John Arnold, Dave Evans, Hugh Jones, Ray Jukes and Karl Parnell.

As soon as the festivities are over, Nigel Appleford hopes to get started on next year's event guide, so will all organisers please send him their dates and details as soon as possible, and in any event by 31 January. There are hours of work involved in compiling the guide, and our aim is as usual to be the most accurate, complete and informative guide around, so don't delay — email Nigel today. Should you wish to avail yourself of the service provided by the Royal Mail, then please post your info to the Editorial Office (address opposite) clearly marking the envelope: EVENTS, this will help to ensure your correspondence ends up in the right place at the right time.

Same applies to Busmart. Whilst its best to email your requirements, those using the postal service must for the same reasons, mark their envelopes: BUSMART.

We've had a quick look at the events list already published for next year. There are

plenty of regulars both large and small. Amongst the one-offs, the ECW 30th Anniversary event on Saturday/Sunday 8/9 July at the East Anglia Transport Museum is a must — the last event celebrating 20 years since the closure of the Eastern Coachworks factory was a raging success, so expect something even bigger and better 10 years on — put the date in your diary, now.

Sadly it seems we have seen the last of the popular Bristol Harbourside rally due to difficulties in setting and maintaining a date with the local council. Such a pity, as this was a great event, but all is not lost! The organisers, the Bristol Road Transport Collection, along with its partners are working on providing an alternative event on a smaller scale which will be centred on the Wiltshire town of Chippenham.

The Chippenham Bus Rally & Running Day will take place on Sunday 21 May 2017 with free bus rides radiating from the town's bus station. A selection of vintage buses and coaches will be on display nearby.

Vehicles taking part will include examples from bus companies that used to operate into Chippenham such as Western National, Bath Services, Bristol Omnibus, Swindon & District and Badgerline. In addition there will be a selection of stalls plying their trade selling books, photographs, models etc.

Entry forms for vehicles and stalls are obtainable by e-mailing jhitchingsbus@blueyonder.co.uk or by phoning 07746412555. See you there!

PHILIP LAMB



Underhill Bedford WTB complete

Duple-bodied Bedford WTB EYE 599, new to Underhill, Orsett, Essex in May 1938 was requisitioned by the RAF for aircrew transport in 1939 (possibly at RAF Hornchurch). When the war was over, the WTB was returned to Underhill, and remaining in service until placed in storage in 1961.

In 1994 it was acquired by the EYE 599 Restoration Society with the aim to restore, and rally the vehicle.

Sadly some years later the society lost its premises and disbanded, EYE 599 passing to Ensign Bus in 2014. Restoration of body has since been completed and in late November it was painted at Marden Commercials, Benfleet, making its first public appearance at this year's Ensign Running Day. More pictures appear on page 26.

Report: JOHN WAKEFIELD

Picture: JOHN G. LIDSTONE



Castle confusion

A big thank you to all who took the trouble to point out that the castle in this picture which appeared last month in the 'United We Stand' feature is indeed Bambrough Castle not Durham Castle as stated.



Puma fails to sell

ACE Puma E923 LCP featured last month did not sell, the potential buyer failing to complete the deal, so it's back on eBay for £1,000.



Thirty Years of Deregulation marked in Portsmouth

The opportunity to mark 30 years since deregulation was taken at the recent Cosham Transport Fair. Thanks to the good offices of Mark Turner, Jason Rayner and Colin Ashcroft of Stagecoach South, three vehicles in original Stagecoach livery were made available for free rides.

Stagecoach, then a small Scottish independent, was of course a major player in the deregulation story. During the afternoon, the opportunity was taken for a photocall outside the former ASWE on

Portsmouth. As can be seen the weather was unseasonably good for November.

Buses are Leyland Olympian/Alexander 201 (F601 MSL), Dennis Dart/Alexander Dash 501 (J501 GCD) and Mercedes 709D/Alexander AM 879 (K879 ODY).

The next Cosham Fair (Sunday 5 March) will feature former municipal buses.



Southampton Guy returns to Hampshire

Southampton City Transport Guy Arab III 222 (GTR 484) is now at Medstead, Hants, following its return from Kent, the trip taking two days.

1951-built No 222 which carries a 56-seat Park Royal body was typical of the many Guys purchased by

Southampton. It was seen at last year's South East Bus Show, Detling under restoration at South East Coachworks. The work is now completed and 222 is now safely stored at Medstead where work will start in the New Year on a few outstanding mechanical jobs. It is hoped

that 222 will return to the streets of Southampton sometime during 2017. The bus is seen here in the Bluebell Railway car park, just yards from where it lived for many years, while owned by David Rider.

Picture: TOM LINGWOOD



Obituary: Philip Leslie John Platt (1948–2016)

It is with great regret and sadness that we report the passing of Philip Platt, who passed away in the early hours of Thursday 8 December 2016 whilst in Torbay hospital. Phil had fought a short but courageous battle with cancer. His wife Diane and his brother David were by his side.

Phil had railway blood in the family and so developed first, an interest from an early age in trainspotting and later, for public transport, and buses in particular. Whilst making trips with his Mother from their home in Exeter into the City, sometimes on a red bus and sometimes a green one, it was not long before he was able to distinguish the various characteristics of each, not only by the colour scheme but by the varying makes that were in operation

at the time, from Leyland, AEC, Daimler and Guy etc.

After leaving school, Phil joined Devon County Council, and with a few like-minded friends, quickly formed a group which would meet and share its interests in the local bus fleets and in particular The Devon General Omnibus & Touring Co. Phil would develop a special interest in the AEC vehicles operated by DGO&TC and this fascination with the AEC brand stayed with him all his life.

As privatisation of bus services nationally approached, Phil anticipated the loss of the Devon General name, leading him with others to form the Devon General Society to try and maintain the special relationship the bus company had in the memories of the people of Devon.



Phil's enthusiasm for all things Devon General and AEC did not wane over the many decades that have since. He held positions with The West Country Historic Omnibus and Transport Trust (WHOTT) and latterly as a trustee of The Devon General Omnibus Trust.

Other vehicle owners have benefitted from Phil's vast knowledge and contacts within the preservation movement, and he has been instrumental in the salvation and further preservation of many vehicles that are still enjoyed today, as well as being author or contributor to many publications that exist today.

As a well known preservationist Philip's loss will be mourned by many. As a man of his word, and a willing font of knowledge to all, we will not come across his like, easily again.

Condolences are extended to his widow Diane, his brother, and, two daughters Gillian and Alison.

A Merry Christmas at Oxford

2017 will see the Oxford Bus Museum celebrate its first 50 Years.

In 1967, a group of then young bus enthusiasts got together to form the Oxford Bus Preservation Syndicate. Their aim was to secure for preservation COMS 903, a Willowbrook-bodied AEC Regal III with dual-purpose seats, new in 1949. The

collection of vehicles grew, and in 1984 they were moved to the museum's present location on the site of the old goods yard at Hanborough railway station.

Since then the museum has gone from strength to strength with major Lottery funding helping to erect more buildings, improve facilities and establish a transport

museum which attracts considerable interest from both enthusiasts and the public at large.

Santa specials have become a seasonal fixture. These are the subject of much thought and planning, and as such attract visitors in numbers.

Our picture shows part of this year's display, featuring chief Elf, the museum's very own Jonatham Radley.



Ipswich Transport Museum acquires Suffolk Bedford

The Ipswich Transport Museum has acquired a Bedford YMT with Duple Dominant II bodywork, which had been

new to Suffolk County Council Education Transport Department in April 1981. The Bedford, RGV 690W, was the first of

four 53-seat Dominant II-bodied coaches (the others being RGV 691-3W), and is believed to be the sole survivor.

Following service with Suffolk County Council, the coach passed to Hodges Coaches of Sandhurst in 'Prince of the Road' livery. The coach passed into preservation with a Mr Jervis of Stoke-on-Trent in 2011 and then with Dan Trent of Stowmarket, Suffolk the following year.

The YMT briefly returned to service with Norfolk Coachways in 2015 before being acquired by the ITM in October 2016. At the time of writing (December 2016) it's in store awaiting a front spring and an exhaust repair but will then join the ITM's operational fleet. The museum wishes to repaint it back in SCC livery, so if anyone has pictures of it in this livery then the museum would like to hear from you. E-mail them at: enquiries@ipswichtransportmuseum.co.uk

Report and picture: JOHN WAKEFIELD



Rare Van Hool-bodied Leyland Leopard for sale



SHY 707M, a Leyland Leopard PSU5/4R with Van-Hool 'Astradome' body was new to Turner of Bristol in April 1974 passing to Bath Coaches in June 1982.

By August 1997 it had moved on to Eric Graveling of Peterborough who painted it in its current two-tone blue livery and rallied it a few times.

In July 2009 Eric sold it to Mark Judd of Manea who now plans to sell it on again. It is believed to be the only survivor of this type, apart from Bedford VAL70 RAR 690J. Report and picture:
JOHN WAKEFIELD

Empress acquires second Bedford J2

Empress Coaches of St Leonards-on-Sea has bought a second Plaxton Embassy-bodied Bedford J2, PVV 888J.

The additional coach was supplied new to Country Lion of Northampton in June 1971 with which it stayed until November 1998, being acquired for preservation by Guy Wren of Wadhurst following withdrawal due to accident damage some years earlier.

Guy carried out repairs to the lower offside panels and frame, keeping it in Country Lion livery. It was rallied regularly until sold in September 2003 for continued preservation with businessman Geoffrey Alton of Belper.

Geoffrey carried out a repaint and retrim, downseating it from 20 to 16 seats with the inclusion of two Plaxton tables.

The coach saw a few outings to local rallies in the Derbyshire area, but was mainly kept under cover in Mr Alton's private car collection.

Following some further restoration, it will join EXS 569F in the Empress Heritage fleet. Report and pictures:
JOHN WAKEFIELD



Two for one!



*In its 50th Anniversary year,
PHILIP LAMB takes a look at the
Oxford Bus Museum's two City of
Oxford Dennis Lolines.*

The problem of double-decker buses and low bridges was no more acute than it was in Oxford. Although other manufacturers were working to solve the problem in the postwar years (Leyland's Atlantean was initially conceived as a low height bus), only Bristol had come up with a workable solution. AEC's Bridgemaster was dragging behind whilst Guy's Wulfrunian was never going to win any prizes. Leyland and Daimler had devoted all their attention to developing rear-engined designs, although the Fleetline was a competent low-height design as well (but not front-engined), whilst Leyland was to

respond late in the game with the ungainly Albion Lowlander.

The problem dated back to the introduction of the roofed double-decker bus. In order to achieve a central gangway in both saloons, overall height came out at around 14ft 6in. low enough to pass under many bridges, but not all. In order to solve the problem, the overall height needed to be lowered by 12in — drastic redesign was necessary. The resultant sunken offside upper-deck gangway brought with it more problems. With seats in fours across the bus, access for both passengers and conductors was difficult, so a bus which had an upper-deck central gangway, but was only 13ft 6in high was highly desirable.

CO-OPERATION NEEDED

Chassis and body manufacturers needed to work together to achieve this aim, and no-one was better placed in this respect than Bristol and ECW. As a result they were streets ahead in developing the game-changing Lodekka. The solution to the problem was to lower the saloon floor on the lower deck by redesigning the chassis. This was achieved by diverting the transmission and exhaust along the side of the chassis rather than down the middle, thus allowing the gangway to be significantly lowered. This in turn allowed extra height in the upper saloon thus facilitating the desired two-plus-two seating.

Both Bristol and ECW were state-owned, and as a result, their products were





Opposite: **City of Oxford** East Lancs-bodied Dennis Loline No 304 (304 KFC) pauses outside the 'Hand and Shears' in Church Hanborough on a brief run out from the Oxford Bus Museum. PHILIP LAMB

Above: **Sister bus** No 303 (303 KFC) lays over at Gloucester Green, having returned from a foray to Stokenchurch. PRESBUS ARCHIVE

Below: Its now more than 20 years since No 304 received a lick of paint, but it looks remarkably good. A repaint, sometime in the future is on the cards. PHILIP LAMB



only available to state-owned bus fleets. Had the Lodekka been available to all, then it would probably have cleaned up in the early 1950s when it first became available. But, as the decade progressed, the alternatives listed above were gaining momentum, but it was the smallest player in the field Dennis which rose to the fore by forging an agreement with Bristol to build the Lodekka under licence.

THE LOLINE

The Dennis Loline, initially with an East Lancs body, first hit the streets in 1958. Aldershot & District, Dennis' local operator in Guildford and a devotee of the company's products, was the lead customer, going on to become the Loline's biggest buyer. The Loline was based on the Bristol LD. On its way was, however,



Top: The COMS Lolines boasted offside illuminated advert units. PHILIP LAMB

Above, left to right: **It is easy to forget that beneath the dreaming spires, Oxford is a city like any other with factories and other assorted industrial premises, in particular the Morris Motors plant at Cowley. To combat dirty overalls etc, the upper saloon seats are clad in Vynide.** PHILIP LAMB

The lower saloon boasts an attractive moquette. PHILIP LAMB

The AEC AH470 engine. PHILIP LAMB

City of Oxford Dennis Loline disposals

| | |
|----------------------|--------------------------------------|
| 301 (301 KFC) | Stoniers, Golden Hill |
| 302 (302 KFC) | Stoniers, Golden Hill |
| 303 (303 KFC) | Spencer, High Wycombe |
| 304 (304 KFC) | Peter Sheffield Coaches, Cleethorpes |
| 305 (305 KFC) | Peter Sheffield Coaches, Cleethorpes |

an improved F-series Lodekka which allowed a front-entrance layout and would be available in two lengths. The FS (front short) was immediately successful leading to Dennis bringing out its version, the Loline II.

Returning to the City of Oxford Motor Services, which had in modern times purchased only AECs, continued to have serious problems with low bridges in its area, particularly the one which carried the railway over the road as it approached the station from the south.

The AEC Bridgemaster, an integral design built in conjunction with Park Royal was, in 1961, only available in rear-entrance format. COMS, wanting a front-entrance low-height bus, therefore, took the big step of turning to the Loline II to meet its requirements. East Lancs was

awarded the body contract, the resulting vehicle being an extremely good-looking bus.

COMS AND THE LOLINE

Admittedly the order was for just five and they were fitted with AEC engines (the only Lolines that were), but they were considered significant enough purchases to warrant the start of a new 3xx numbering series. The Lolines, did not, however, live up to their expectations, and they were to remain unique in the COMS fleet. With a front-entrance version of the extremely unattractive Bridgemaster available, COMS jumped ship and returned to its roots, placing significant orders, running with the design until the arrival of the much improved chassis-only Renown.

The Loline's main problem in COMS service was driver acceptability. Being essentially a Bristol, the driving position and attributes were totally alien to seasoned AEC men. The crash gearbox was a particular problem and the slow and lumbering progress achieved by the unique combination of AEC AV470 and Dennis gearbox endeared them to no-one. They spent much of their time acting as reliefs on city services or languishing in the garage, and were subject to early withdrawal, being sold on for further service with minor independents. See table below for disposals.

Nos 304/5 (304/5 KFC) were sold to Peter Sheffield Coaches of Cleethorpes in 1971, where they remained engaged on works services and school contracts until 1978, when they were acquired by the Oxford Bus Museum's predecessor, the Oxford Bus Preservation Syndicate. No 304 was deemed to be the better of the two, and so was repainted in COMS livery joining the growing number of restored vehicles maintained by OBPS.

PRESERVATION

Subsequently changing its name to the Oxford Bus Museum, the OBPS moved into the goods yard at Long Hanborough railway station. As time progressed, minor problems with No 304 lead to it being stored out of use. Meanwhile work to convert its sister No 305 into a static cutaway exhibit illustrating the anatomy of the low-height bus was carried out, a form in which it still exists today.

Fast forward to 2015. Having stood for the best part of 20 years, the list of problems had grown. Added to that was the fact that over that period MoT requirements have moved on, so issues that are issues today were not issues when the Loline was laid up. Parts for Lolines are not that easy to come by, but the existence of sister No 305 meant that the sourcing of some items was an easy task.

The body mounting adjacent to the nearside rear axle required attention necessitating the removal of a section of the floor. Another major area of concern was the cab floor which needed welding, whilst a few window rubbers were changed. Over the years parts such as the destination box bulbs and handles had been removed to assist in the restoration of other vehicles, so replacements were needed. The rear suspension was rebuilt

and the compressor unloader valve changed, again courtesy of No 305. The dynamo was upgraded to an alternator, and the door motor, which had burned out, was rewound. The master switch to the interior lights had suffered heat damage, but once again No 305 came to the rescue with a serviceable replacement.

The front tyres, which were cracked but not worn, needed replacement. The changed tread pattern on the new tyres improving the vehicles handling. The engine was given a complete service and the oils changed. A complete overhaul of the rear suspension was carried out.

BOILING

Last but not least was the boiling problem, the main issue which had led to the Loline being set aside all those years ago. The radiator was completely stripped down, both top and bottom tanks being removed

leading to the problem being revealed. Instead of antifreeze, COMS had added salt to its buses cooling systems to prevent them from freezing up in winter. The resulting corrosion had entirely blocked the radiator. Following a lot of cleaning up, the radiator was re-assembled and now works perfectly.

An AEC-engined Dennis was certainly something to be experienced out on the road. No 304 sounded very non-AEC indeed, in fact if you played the sound only to an expert, they probably wouldn't be able to identify it! And those drivers all those years ago were right! Progress is slow and painstaking. Reaching 30mph needing to be measured in minutes rather than seconds!

We jest! This really is a lovely bus and the ride was well worth the 20-year wait! Our thank to Kevin Simms who headed up the restoration team and to Neil Tidbury who drove the bus on the day.



OXFORD IN NBC DAYS

Our journey back in time to Oxford looks in the main at the National Bus Company years, but begins with a flashback to pre-NBC days and ends with a hint at the privatisation era before the arrival of the Go Ahead era.



It's December 1963 and almost new Park Royal-bodied AEC Renown 333 (333 RJO) leads similar 328 (328 NJO) through the city. Bringing up the rear is an unidentified Willowbrook-bodied AEC Regent V. No 333 was later to see service with Bedlington & District.

Fast forward to August 1978 to find 1967 Northern Counties-bodied AEC Renown 369 (FWL 369E) turning out of the High Street on its way to the rail station. These were the last Renowns; the following year would see the arrival of the first Daimler Fleetlines. Following withdrawal, No 369 joined the Contractus of Stevenage fleet.



Top: In July 1975 Weymann-bodied AEC Reliance No 618 (AJO 618C), then 10 years old, passes Witney garage en route to Burford. The garage is today occupied by Stagecoach, successors to South Midland to which COMS country services were devolved in the prelude to privatisation.

Centre: The first batch of Daimler Fleetlines comprised 15 NCME-bodied examples delivered in 1968. These vehicles were fitted with ultra-low-height bodies to enable them to negotiate the notoriously low railway bridge spanning the road to the southern approach to the station. No 394 (MJO 394H), seen here negotiating the busy Carfax corner, saw later service with Jubilee Coaches of Stratford-upon-Avon.

Bottom left: More Fleetlines, this time with Alexander bodywork arrived in 1971. Here in June 1975, No 403 (TFC 403K) heads into Carterton, having left Brize Norton and Witney behind.

Bottom right: NBC rationalisation saw control of the South Midland express services from Oxford to London pass from Thames Valley to City of Oxford. To satisfy the need for extra capacity at weekends, nine dual-purpose-seated ultra-low Bristol VRT/SL2s arrived in 1973 following on from a trio of bus-seated single-door VRTs new in 1970. Seen here loading for Wood Farm in 1978 is No 102 (NUD 102L).





The VRT, in ultra-lowheight configuration, subsequently became COMS' standard double-decker. Here at Cowley garage on some sort of special service, we see in September 1981, 1975-built Bristol VRT/SL3 No 448 (PJ0 448P). Deregulation would see this single-door bus allocated to the South Midland fleet, in which it later ran in the attractive 'Orbiter' livery South Midland before sale to Scottish independent Moffatt & Williamson.



No 452 (TBW 452P), seen here arriving in Oxford city centre in September 1984, is already carrying South Midland fleet names. South Midland VRTs would soon adopt a maroon and ivory livery, which in turn was superseded by the lime green, black and ivory Orbiter colours. No 452 ended its days with Classic Coaches of High Wycombe.

Vehicle shortages were a recurring theme at COMS. In 1974 four Willowbrook-bodied Bedfords, new to Cooper of Oakengates, were transferred from Midland Red. Seen here providing a works service at the Morris Motors plant at Cowley in May 1974, assisted by Park Royal-bodied AEC Renown 351 (CFC 351C), is 1966 Bedford VAM5 No 617 (FAW 157D).



Seen here in October 1976 leaving the city for Milton, on what was probably a relief working, is another former Cooper Bedford, dual-purpose seated YRQ No 59 (UUJ 457J).

In more recent times, Park & Ride services have demanded high quality vehicles, but when such schemes were in their infancy, a more relaxed approach was taken, with either elderly or secondhand (sometimes both) vehicles in charge. First buses to receive a dedicated livery for Oxford Park & Ride services were four former Midland Red Alexander-bodied Daimler Fleetline, one of which, No 920 (5276 HA) is seen here in August 1978.

Deregulation was to bring more non-standard vehicles to the ever-changing Oxford scene. Seen in May 1989 is former Northern General 1975 ECW-bodied Leyland Atlantean 982 (MPT 313P). It didn't stay long ...



Whilst we wait with huge anticipation for your 'On the Road' submissions (See B&CP, January), we bring you a fine selection of 'Still in Service' tail-enders compiled by DAVID JUKES.

DECEMBER 2016 CORRECTION

The eagle-eyed among you will have noticed the Route 48 Olympians text was repeated beneath two pictures of former Lothian Leyland Olympians. Our apologies to all concerned, the entry should have read:

LOTHIANS IN LIVINGSTONE

The Livingstone-based E&M Horsburgh operation contains this pair of former Lothian Regional Transport Alexander RH-bodied Leyland Olympians – both sporting rudimentary but effective single-door conversions. G342 CSG was new as LRT No 342 in 1989 while 1992-built K877 CSF was LRT No 877. Pictures: CHRIS MARTIN

CHICHESTER CREW CHANGE

The lunchtime driver change on Stagecoach South's U7 service is usually made in Avenue de Chartres, Chichester. A spare bus is used for ferrying purposes; this role being undertaken by No 16295 (R295 HCD), a 1998 Alexander RL-bodied Volvo Olympian new to the operator as its No 295, on 17 November 2016. Picture: DAVID JUKES



ALMOST FAMOUS

Perhaps too new to be considered for 'After They Were Famous' these buses remain in promotional service into their third and fourth decades. (1) Former London Country LR18 (TPD 118X), a 1982 Roe-bodied Leyland Olympian, is seen in Llandudno on 19 October 2016 promoting free training for Welsh women, while (2) HI36 GVM, a 1991 Northern Counties Palatine-bodied Dennis Dominator new to Greater Manchester Buses as its No 2036, advertises Liverpool Hope University at Blackburn with Darwin Services on 22 November 2016.

Pictures: IAN MOORCROFT (1)/CHRIS NEWTON (2)





DERBYSHIRE DEAUVILLES

Laying over in Bakewell coach park on a sunny 2 November 2016 is Total Travel of Barrow-on-Soar (Leicestershire) M625 ORJ, 1995 Jonckheere P599 Deauville-bodied Volvo B10M-62 new to Shearings as its No 625. A week later in a very gloomy Chesterfield we find Wint's of Butterton (near Leek, Staffordshire) L964 NWW, an identically bodied but far rarer Volvo B6R-45 new to Wallace Arnold in 1994.

Pictures: IAN MOORCROFT



CAROUSEL NIGHTS

Carousel 112 (T112 DBW), a 1999 Alexander ALX400-bodied Dennis Trident new to City of Oxford with the same fleetnumber, awaits departure from Reading on 4 November 2016 with an evening X80 journey to High Wycombe. Picture: TOM GRAHAM



ARMCHAIR TO A&P

G365 YUR, an Alexander RL-bodied Leyland Olympian, was new in June 1990 to Armchair of Brentford for the tendered London bus route 260. It was sold in 2002 to Mullany Starline of Watford and later passed to Geldard's of Leeds before joining the A&P Travel of Barway (Cambridgeshire) fleet, with which the Olympian is seen on 22 October 2016. Picture: CHRIS MARTIN

**NEW OWNERS OLD COLOURS**

(1) Seen leaving Accrington on 1 November 2016 is Pilkington's of Accrington P607 CAY, a 1996 Northern Counties Palatine-bodied Volvo Olympian new to Midland Fox as its No 4607. Pilkington's took over a number of routes from Accrington based M&M Coaches when the latter ceased trading the previous month and acquired additional buses including this Olympian, operating in the livery of previous owner Wrigley's of Irlam (2) Chiltern Bus T124 AUA, a DAF DB250-based Optare Spectra new to Capital Logistics of West Drayton in dual-doored form for London bus route 60 in 1999, is seen on South West Trains rail replacement standby duty at Bracknell on 20 November 2016. The bus carries Xelabus livery upon which its current owner has applied its fleetnames and legal lettering.

Pictures: CHRIS NEWTON (1) / TOM GRAHAM (2)

**SIMPLY RED**

The Redline of Penwortham fleet contains 800 RED, a 1995 Alexander PS-bodied Volvo B10M-55 new to Red & White as its No 762. The bus is mainly used for school contracts and is seen in Walton-le-Dale near Preston on 12 October 2016. Picture: CHRIS NEWTON

**WEDDING BELLE**

Operating a wedding hire in Chelsea on 27 October 2016 is ThisBus.com AEC Routemaster RML2408 (JJD 408D). The bus was new to London Transport in 1966 and has been part of its current owners' fleet since 2009. Picture: TOM GRAHAM

SCUNTHORPE STEEL

2-Way Transport of Scunthorpe W162 RFX, a DAF DB250-based Optare Spectra new to Wilts & Dorset as its No 3162 in 2000 is seen in its hometown's Lakeside Retail Park, Scunthorpe on 19 November 2016. That evening we find the same operator's E102 JFV, a 1988 Alexander RV-bodied Volvo B10M-50 new to Burnley & Pendle as its No 102, at Scunthorpe railway station. Pictures: TOM GRAHAM



STRIPEY 'DECKERS

Towards the end of the NBC era things became more relaxed, certainly as far as liveries were concerned. A major development was the introduction of a new local coach livery as a companion to the contemporary National Express scheme which used red, white and blue stripey bands on a white background. The new local coach livery also used white as a base livery, but operators chose their own colours and layouts leading to some very pleasing results. The scheme soon spread to dual-purpose seated double-deckers used on express or limited-stop routes. Take a look at these . . .



Above: Seats on Alder Valley's commuter routes were in high demand. In the quest to alleviate the problem in the early 1980s, AV took delivery of a number Leyland Olympians with ECW 'coach' bodies as demonstrated by its No 1505 (YPJ 505Y), new in 1983. Upon the break-up of Alder Valley, No 1505 continued to work on successor's Beeline Reading to London service. Re-registered 8686 DN, it moved to Merseyside, operating with Blue Triangle Tours before taking up residence with Skills of Nottingham. It ended its days as a school bus with APT of Rayleigh. PRESBUS ARCHIVE

Below: Cambus 742 (VEX 295X), a 1981 Bristol VRT/SL3, was initially delivered to United Counties as its 968 (VVV 968W), but sold before use to Eastern Counties becoming VR295. It is seen here in August 1985 in Drummer Street bus station, Cambridge. With bus seats and in use on ordinary service, No 742 was a bit of a pretender, albeit an attractive one, to this high-profile livery! It later received standard Cambus double-deck livery and was sold to NIBS, Wickford in 1998.

PRESBUS ARCHIVE



Seen at Norwich Races taking a break from its normal commuter duties is Eastern National 4510 (D510 PPU) a Leyland Olympian with later-style ECW coach body, new in 1986. Subsequent owners would be Sanders of Holt, Lodges of High Easter, Flagfinders of Braintree, Tony Glew of Colchester and Venturer Coachways of Brightwell, Suffolk. With the last three named, the coach was registered PLZ 2876. PRESBUS ARCHIVE

Very few Leyland Atlanteans received stripey livery, especially PDRIA/Is. New in 1972, and seen here some 13 years later, Maidstone & District MCW-bodied 5719 (FKM 719L) was converted for Invictaway services to London in November 1981, when it and sister vehicle 5718 (FKM 718L) were fitted with 69 coach seats taken from withdrawn dual-purpose saloons. They also received a special black livery with a red sash in order to make the service stand out, Invictaway being an express commuter coach service from Kent to London. Around 1984 both buses were repainted in the stripey Invictaway livery seen here. In the summer of 1995, the Invictaway services were rebranded as part of the Green Line network. PRESBUS ARCHIVE

Midland Red South took the stripey livery a stage further... and it worked! No 961 (B961 ODU), a Leyland Olympian with coach-seated standard ECW body was new in 1984 and used mainly on express services from Stratford-upon-Avon to Birmingham and Coventry, a duty it continued to perform when repainted in Stratford Blue livery. It finished its working life in Chester with GHA Coaches. PRESBUS ARCHIVE

Similar vehicles were received by Midland Red North, these being painted in the red and yellow livery Midland Express livery shared with Midland Red West and Midland Fox. 1984-built No 1912 (B912 NBF), seen here in Cannock in March 1985 retains 'Chaserider' fleetnames from MAP days, a feature perpetuated by Midland Red North until application, in later British Bus days, of all-over red with 'Midland' fleetnames. Then along came Arriva... Later operators were sister fleet Stevensons and Sanders of Holt, No 1912 seeing its last change of owner in 2004 with a move to Anglianbus.

IAN LANGHORN/TRANSPORT PHOTO INTERCHANGE





Ribble 2157 (A157 OFR) is seen here in July 1985 performing the very task for which it was branded — the heavily used X43 linking Skipton with Manchester via Colne, Nelson, Burnley, Rawtenstall, Bury, Whitefield and Prestwich. No 2157 was one of four coach-seated ECW-bodied Leyland Olympians, Nos 2156-9 (A156-9 OFR), new in 1984 for the 'Timesaver' service. Passing with the route to Stagecoach, No 2157's subsequent owner was Blazefield Holdings, later Transdev, which acquired the Stagecoach routes and vehicles in the Burnley area, No 2157 later wearing both Burnley & Pendle and Lancashire United liveries. The Timesaver branding fell out of use around 1986, the X43 eventually being branded 'The Witch Way' under Blazefield auspices. The route continues to this day using up-market leather-seated double-deckers. No 2157 remained in Burnley for many years latterly becoming a mobile youth club.

PRESBUS ARCHIVE



Meanwhile miles away in the West Country we find Southern National 1086 (LOD 725P) on its regular duty, the X96 linking Bridgewater and Exeter. New in 1975 in leaf green livery, No 1086 was refurbished with coach seats in the early 1980s for use on the X96, receiving this attractive black and yellow stripey livery at the same time. This Bristol VRT subsequently passed to Milton Keynes Citybus, its coach seating no doubt proving a bonus on its longer 'Roadcar' routes.

PRESBUS ARCHIVE



Tynelink branding was applied to vehicles in both the Northern and, as seen here, the United fleets primarily for use on the joint XI/X10 services between Newcastle and Middlesbrough. Seen here is United 233 (A233 GHN), a 1984 ECW-bodied Leyland Olympian, which later received Tees & District livery before passing to GHA Coaches of Ruabon.

PRESBUS ARCHIVE

Preserved Bus and Coach Insurance

Do you want to insure your preserved vehicle with just any insurer?

or

Do you want to insure with ZENITH MARQUE one of the most trusted and respected preserved vehicle insurers in the market?

In an EXCLUSIVE partnership with Zenith Marque Insurance, **Rigton Insurance Services Ltd, Chartered Insurance Brokers**, are now offering a number of schemes for all preserved, classic and vintage vehicle owners.



An enthusiast? An operator?
Then you don't want to insure with anybody else

RIGTON
CHARTERED INSURANCE BROKERS

ZENITH
MARQUE

www.rigtoninsurance.co.uk

You can expect cover for

- Preserved buses, coaches, single and double deckers, commercial vehicles, vans, trucks, military vehicles, fire engines, ambulances and many more
- Preserved vehicles of all ages
- Hire and reward, contract work, private hire, wedding hire, stage work and rallies
- Social, domestic and pleasure use
- Free bus services
- Drivers from 25 to 75 years of age

We offer you

- A wealth of Underwriting expertise
- GENUINE enthusiasm for the vehicle industry
- Personal and professional service

BREAKDOWN COVER AVAILABLE

Tel: 01943 662345

Fax: 01943 875529



Rigton Insurance Services Limited and Zenith Marque Insurance Services Limited are authorised and regulated by the Financial Conduct Authority



visit our sales stand, we will be at the following events

Can't make these dates?
Then why not make an appointment to visit us?

Call us NOW!
024 7661 6930



PUDSEY

Saturday 14 January

Railway/Bus Collectors' Fair

STAINES

Saturday 11 February

Transport Fair

SWANSEA

Sunday 26 February

Bus Museum Running Day

DEWSBURY

Sunday 12 March

Spring Transport Fair

MANCHESTER

Sat/Sun 25/26 March

Spring Transport Festival

DETLING

Saturday 1 April

South East Bus Festival



Credit cards accepted on our wide range of books, DVDs and back issues!



Tel: 024 7661 6930

e-mail: presbusps2@btinternet.com
www.presbuspublishing.com

Presbus
PUBLISHING

Ensign Extravaganza



JOHN G. LIDSTONE enjoys variety at the Ensignbus Running Day.

Each year, Ensignbus affords enthusiasts the opportunity to enjoy riding certain members of its vintage fleet and this year the variety was wider than ever before, complete with two debut appearances by prewar vehicles, as well as a bizarre Greyhound two-stroke coach.

As in previous years, the majority of the participants come from the increasingly diverse Ensign stock, but are supplemented by guest vehicles, which this year included the 'cleanest heritage vehicle' in the country, Euro 6-repowered AEC Routemaster RM1005 (5 CLT) owned by Sir Peter Hendy, as well as his part-owned Leyland Titan PD2 6RT RTW467 (LLU 957) and prototype Leyland-engined Routemaster, RML3 (SLT 58).

This year, three routes were operated — the legendary marathon Upminster-Lakeside-Gravesend X55, route X81 (Shenfield-Brentwood-Lakeside-Grays) as well as single-deck only X21 (Upminster-Brentwood-Ongar) with a 30min headway on each and with a great value day ticket for just £8.

Ensign's Paul Dickson shoulders a lot of the hard work of organisation (and indeed even fitting special blinds to participating buses), and I think everyone enjoying this superb spectacle would wish to thank him and all involved for a fascinating and fun day, enjoyed by the general public and passers-by just as much as enthusiasts, who came from far and wide to take part.

Oldest vehicle present was Ensignbus JMT 25 (J 6332), nearing completion of its restoration and brought on tow for display at Lakeside, remarkably re-registered 6332 J. Fine signwriting is evident with the ubiquitous 'Mary Ann' adverts of Jersey's buses.

Pictures: JOHN G. LIDSTONE

Beaming driver Lee, who is one of Ensign's heritage vehicle specialists, brings Ensignbus 1938 Bedford WTB/Duple EYE 599 into Lakeside. New to Underwood of Orsett, it hasn't run since 1958 and now carries a new and colourful livery designed for it. It made several short trips around Lakeside with a delightful essence of petrol accompanying its progress!

A popular 'guest vehicle' was the RTW467 Group's historic 1950 all-Leyland Titan PD2 6RT RTW467 (LLU 957), which was the last of its type in passenger service in London and was repainted recently, to good effect.

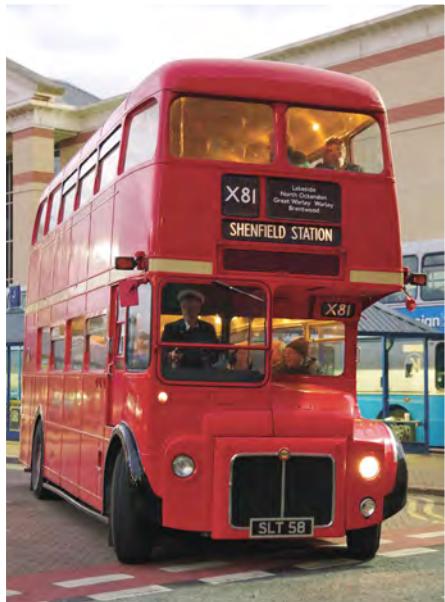


Right: Contrasting with the RTW467 Group's RTW was Ensignbus 1950 Leyland Titan PD2 6RT/Leyland RTW335 (KXW 435), which wears original cream upper deck windows livery and looks well, seen here on layover at Lakeside, a far cry from the decrepit condition in which it was repatriated some years ago.

Below: A successful day for this heavyweight Ensignbus ex-East Kent 1951 Leyland Royal Tiger PSU1/I3/Park Royal FFN 451, making its final departure of the day from Upminster with a cheery wave from its driver. The coach had to retire early last year so it was good to see it working after dark this year.

Below right: Not too frequently seen out and about, Ensignbus ex-London Transport 1952 AEC Regal IV 9821LT/Metro-Cammell RF319 (MLL 936) is seen about to make its last departure of the day from Upminster.





Opposite page:

Inset: **The only Weymann-bodied AEC Routemaster, 1957 Leyland-engined RML3 (SLT 58)** from the London Bus Museum, with rebuilt replica original front end assembly, was a very popular participant, complete with period uniformed crew seen departing Lakeside at dusk on its last run of the day.

Top: **Sir Peter Hendy's AEC Routemaster RMI005 (5 CLT)** now stands out from all others by virtue of its experimental Euro 6 Cummins ISBE4.5 engine, being way ahead of its time as it meets the London ULEZ regulations due to come into play in 2020! It is acting as a one-off testbed conversion to enable Euro 2-engined Routemasters to be easily upgraded to Euro 6, still married to existing drivelines with minimal modification.

Bottom: **Eastern National's coach fleet** was an exemplar for smartness and quality back in THC days, perfectly represented by Ensignbus 1958 Bristol MW6G/ECW 331 (7017 HK) heading away from Upminster at the end of the day and looking very fine indeed.

This page, top to bottom:
Ensignbus AEC Routemaster RMI361 (VYJ 808, originally 361 CLT) announces its presence with a healthy 'bark' from its refurbishment programme retrofit Scania engine. Its last journey of the day was a short working on X55 to Lakeside rather than across the Thames on the lengthy sprint to Gravesend.

Representing the municipal sector was Ensignbus ex-Lancaster City Leyland Titan PD2/37/East Lancs 204 (KTJ 204C), which sadly was unable to complete its day following technical problems. Its rich red and cream is in similar layout to the brown and cream it wore from new.

Very nicely restored as new Ensignbus ex-London Buses pioneer MCW Metrobus DRI01/3 MI (THX 101S) was scheduled on standby all day, but was a popular vehicle in service when it came out to play with a well-known municipal MD at the wheel!





Left: Ensign is well-known for its 'surprises' at running days, but surely the most outrageous was its newly-acquired former Greyhound USA 1982 MCI YYR 832, very nicely now registered YYR 832 in the UK and with its Detroit 6V92 two-stroke engine making most unfamiliar sounds to British ears and attracting many takers for short tours from Lakeside.

Below: The fine lines of this 1983 Van Hool Astromega TD824 still look stylish today and so it's almost hard to believe that Ensignbus ex-Southend Transport 245 (JEV 245Y) is now 33 years old. It's seen here at the end of its lengthy journey all the way from Gravesend to Upminster.



This page, op to bottom:
Ensignbus 1984 all-Leyland Titan T986 (A986 SYE) made its first appearance at a Running Day on the X55 from Upminster to Gravesend, with most genial driver with a cheery wave seen here at Lakeside as it arrived for its next crossing of the Thames. X55 crosses south by bridge and north by tunnel, which is a great attraction, with some good hill climbing to be enjoyed on the Kent side too.

Making a nice contrast with London's pioneer MCW Metrobus Mk1 M1 was the last one bought new by Ensignbus: late-build 1988 MCW Metrobus Mk2 192 (F292 NHJ), a type which excelled on rail replacement with a fine turn of speed.

A type not previously seen on a Running Day was 1990 Leyland Olympian/Northern Counties 105 (H105 GEV), just restored in the Thameside livery of Countybus, one of many pleasant 'deregulation' schemes. It had worked into 2016 with GHA of Wrexham and is a welcome addition to preservation.



KINGSBRIDGE 2016

Held in the South Hams district of Devon, this year's Kingsbridge Vintage Bus Running Day saw a record 41 vintage buses running on 22 different routes and carrying just short of 6,000 passengers throughout the day.

The weather was perfect leading to seaside destinations such as being amongst the most popular local destinations, particularly Salcombe, Torcross and Slapton.

Since the first Kingsbridge Running Day in 2008, the event has grown in popularity

every year and has become established on the events calendar on the third Saturday in September.

Here are some highlights of the event, brought to you via the camera of IAN WILLIAMSON.



Opposite page: Seen entering Kingsbridge bus station is Bristol SUS4A 672 COD, new in 1960 to Western National as its No 600 — very much at home on the day, as its small size was designed to deal with Devon's narrow lanes.

This page, right: Another diminutive vehicle, in this case representing an earlier era is Southern National 668 (BTA 59), an Eastern Counties-bodied Dennis Mace new in 1934. The Mace is a forward-control version of the bonneted Dennis Ace.



Above: Kingsbridge bus station was a busy place on the day! Bristol LL6B, Southern National 1218 (JUO 983) was new in 1948 with a Beadle coach body, replaced ten years later by this full-front ECW structure. The chassis was at the same time lengthened to 30ft, hence the change of designation to LL6B.

Right: Devon General also required small buses to negotiate the twists and turns of the local narrow lanes. Seen entering Kingsbridge bus station is Devon General SN839 (XTA 839), a Willowbrook-bodied Albion Nimbus new in 1958.



Nelson on the buses



Above: Overall views of the rally site which utilised Fort Nelson's former parade ground for the static display of vehicles old and new. Pictures: DAVID JUKES

Upper left: Brighton Corporation was one of the early exponents of one-man-operated double-deck buses when legislation was passed in July 1966 to allow this. Its fleet of front-entrance Leyland PD2s, including No 23 (23 ACD), a 1962 Weymann Aurora-bodied PD2/37, were converted by realigning the nearside bulkhead window and fitting a ticket machine in the resulting space, the driver having to twist around to collect fares.

Left: The City of Portsmouth acquired 12 single-deck Leyland Atlantean PDR2/1s in 1971 bodied by Pennine Coachcraft, a subsidiary of the Oldham-based truck and bus manufacturer Seddon. No 190 (TBK 190K) was acquired for preservation in 1982 by present owners, the Portsmouth 190 Group.

The City of Portsmouth Preserved Transport Depot's 2016 Classic Buses Running Day was held at the Royal Armouries, Fort Nelson, on 30 May 2016. DAVID JUKES brings us a selection of pictures taken during the day.



Top: Emsworth & District G516 VYE, a 1990 Duple Dartline-bodied Dennis Dart new to London Buses as its DT16, is now preserved by the Guildford-based DT15 Group.

Above: Bob Gray's ex-Southdown Motor Services No 649 (MUF 488) is a 1953 Beadle-Leyland which used running gear from a prewar Southdown Leyland Tiger TS8, one of 50 vehicles so constructed between 1952 and 1954. The chassis of each was cut to form front and rear sub-frames; the first 20 were 30ft length while the remainder, including No 649, were 26ft length.

Below: Southdown Motor Services No 409 (409 DCD), a 1964 Northern Counties-bodied Leyland Titan PD3/4, forms part of Stagecoach South's heritage fleet.



Right: **City of Portsmouth**
No 262 (VTP 262L), a 1972
Alexander AL-bodied
Leyland Atlantean AN68/IR,
was among the first of 90
almost identical buses
acquired by the operator
between 1972 and 1979.

Far right: **City of Portsmouth**
No 11 (ERV 251D), a 1966
Metro-Cammell-bodied
Leyland Atlantean PD1/I,
new to the operator in
roofed form as No 251,
was converted to open-
top at the Corporation's
Eastney depot in 1979
and renumbered 11.
Five of the type were
so-converted between
1977 and 1979 as Nos 7-11
(ERV 254/49/50/2/ID
respectively). All survive –
Nos 7/9/11 in the UK, No
8 in Belgium and No 10 in
Canada.



Above: Laying over at Cosham Compound is Mike Elkin's City of Portsmouth No 115 (ORV 992), a 1958 Metro-Cammell Orion-bodied Leyland PD2/40.



City of Portsmouth Leyland Atlanteans present at Fort Nelson included 1964 Metro-Cammell-bodied PDRI/I No 236 (BBK 236B), 1966 Metro-Cammell-bodied No 11 (ERV 251D), originally No 251 but renumbered following its 1979 conversion to open-top and 1972 Alexander AL-bodied AN68/IR No 262 (VTP 262L).





The Big Orange

Highlights of a major event celebrating Greater Manchester's orange buses at the Museum of Transport with PAUL WILLIAMS.

If you are able to recall the 1970s and 1980s, then for you it was a time of flares and ra-ra-skirts, or perhaps Sony Walkmans and Filofaxes. Or if you lived in or visited the North West of England, then this era had one signature experience above all — Greater Manchester orange.

OLYMPIAN

The iconic livery was launched in early-1970 and lingered in one form or another up to the end of the century under the ownership of First Manchester, but the beginning of the end was of course deregulation in October, the 30th anniversary of which was marked by the Manchester Museum of Transport's 'Big Orange' event on Saturday/Sunday 15/16 October.

This wasn't the first time that the Museum had celebrated the history of buses in the SELNEC and GMT era, after all, it was once the second biggest operator in the country, but it was probably the first time that an event at the Museum featured not one but four buses making

premieres after restoration plus a book launch.

Perhaps the star of the show was former Greater Manchester 3065, a Leyland Olympian with Northern Counties body of 1985 that was donated to the Museum on withdrawal in 2003 by Stagecoach Manchester, and has now had a trip back to Stagecoach's Hyde Road depot for restoration. If an Olympian seems like a rather modern type, then one glimpse of it in restored condition is easily enough to prove you wrong! The brown, orange and white livery took you straight back to pre-Sir Alex Ferguson Manchester and when it was parked on a free shuttle bus service outside the 1960s CIS skyscraper in the city centre, it just looked the part and you were right back in pre-deregulation Manchester.

Originally, Stagecoach Manchester offered a 'quick repaint' of 3065. But on arrival at Hyde Road panels, windows, front grille and the upstairs nearside framework, damaged by countless trees, all came off for repair or replacement and the result is definitely far more than skin-deep. Stagecoach Manchester MD Chris Bowles handed over 3065 to Councillor Andrew Fender, Chair of the Transport for Greater Manchester Committee on behalf of the Museum.

METROBUS, ATLANTEAN AND LEOPARD

Second of the premieres was GM Buses 5208, a rare MCW Metrobus with Northern Counties bodywork. Only 30 Metrobuses received Northern Counties bodies, all ordered by Greater Manchester Transport, arriving at around the time of deregulation. They had fairly standard bodies at first glance, but inside it was a different story, with high-backed semi-coach seats in a fetching red 'herring bone' moquette. Outside, the impact of these express buses was dramatically increased by the use of a special 'GM Express' livery, based on a salmon pink shade known as coral, and which was based on an experiment carried out on a withdrawn Atlantean.

No 5208 wasn't quite mobile in time for the event, but the last mechanical jobs will be tackled soon. Like all Metrobuses, 5208 had suffered from MCW disease, otherwise known as galloping corrosion at the rear end that resulted in some fairly structural parts of the underframe resembling a piece of Swiss cheese. These

Above: Greater Manchester 'Standards' gather at the Manchester Museum of Transport. Pictures: PAUL WILLIAMS

problems have all been overcome but the Museum ran out of time on top of other commitments to change a suspension air bag and other jobs before MoT. But it was parked in the Museum on display for the weekend, making a splendid sight even in its almost-finished state.

As an interesting aside, 5208 has (pre-deregulation) Greater Manchester Transport legal address transfers, but the fleet name is post-deregulation GM Buses fleet names. GMT started applying the new fleet name up to three months before D-Day and 5208, which was delivered in July 1986, carried this hybrid style when new.

Third in the as-new line-up was 8151, a 1978 Northern-Counties bodied Atlantean and one of 1,500 'GM Standard' buses that ended up all over the country after onward sale, with users as varied as London Country, Isle of Man National Transport or Delaine of Bourne. Owners Adam Stephenson and Paul Nicholson presented 8151 in original orange and off-white livery for the first time at the event.

Fourth in line in the production line of 'look what else is here' was GM Buses 81, a 1975 Leyland Leopard with ECW body, yes that's right, a Leopard with the ECW body that was far more commonly found on Bristol RELH coaches for National Bus Company subsidiaries. Sadly no one mentioned to the drawing office at ECW that Leopards had a big gap where Bristol put the engine, and these coaches became notorious for back-end structural troubles. Some were rebodied by GMT while others were simply sold off. No 81 ended up as community transport complete with a wheelchair lift, but it has been painstakingly rebuilt and owner Mark Amis is now extremely confident that the rear end will no longer declare independence from the rest of



the body! No 81 has carried GMT livery in preservation for several years but it appeared at the Big Orange event in post-deregulation GM Buses style with a prominent 'Bury' vinyl over the entrance door as part of GMB's short-lived attempt to create local identities.

THE OTHERS

The Museum's other orange buses were much in evidence also, in most cases employed on free bus services either to the city centre or to the Woodthorpe Hotel, a nearby photogenic turning circle. Riders were given a choice of 7001, the first production GM Standard and a Park Royal-bodied Atlantean of 1972; EX30, new the same year and historic as the first very production Leyland National to come off the line at Leyland's Workington factory; 4706, a late GM Standard Atlantean decked for the occasion in GM Buses livery; and 5871, a rather splendid ex-Stockport Corporation very late PD3 with rear-entrance East Lancs body that the Museum has restored in GMT orange and white to represent the hundreds of

Above: When new, 3065 was based at Manchester Birchfields Road garage which had once been Manchester's tram depot (and which in the 21st century is the site of an inevitable retail park). Although it was new in November 1984, it was probably the star of the Big Orange event and turned a lot of heads when used during the weekend on free shuttle services to Manchester city centre.

Below left: Greater Manchester liked Northern Counties so much, at one stage it owned the company! So if anyone were going to buy MCW Metrobuses with Northern Counties bodies instead of the standard offering, it would be GMT. Sure enough 30 of them arrived at around the time of deregulation in 1986, with a quirky salmon pink livery and high-backed seats for express services. The paint was hardly dry on 5208 at the Big Orange event, and it wasn't quite mobile in time, but still made an imposing sight in the Museum's exhibition hall.

Below: No 8151 is a very typical Leyland Atlantean 'Standard', new in 1978. It was based for its first eight years at Frederick Road garage in Salford and ended up late in life with GM Buses (North) before being bought for preservation. The in-service shot shows it in Prestwich, north of Manchester, in May 1983.





Above: **GMT bought a batch of ECW-bodied Leyland Leopards for shorter tours and express services — why it chose ECW when the only other buses of that type in the fleet were 25 Bristol VRTs ordered by North Western, nobody knows. Some had very short lives before rebodying but a few lasted into post-deregulation days including 81, which for the Big Orange event was returned to its 1986 GM Buses livery.**

Below: **For many people the SELNEC and GMT era is characterised by the 'GM Standard', over 1,500 Atlanteans and Fleetlines with an evolving style of Northern Counties or Park Royal body. First in the production series was 7001, an Atlantean with Park Royal bodywork. When it was withdrawn in 1986, 7001 went straight to the Museum of Transport for preservation, unlike the hundreds that ended up in every corner of post-deregulation Britain.**

Below right: **EX30 was the very first Leyland National off the Lillyhall production line following the handbuilt prototypes. It featured dual doors, with the luggage pen opposite the entrance instead of behind the driver. EX30 was withdrawn by GMT and placed in the Museum, which means it saw only 12 years of life before preservation — meaning that it's very original, even down to the long-obsolete fishtail exhaust pipe.**

municipal buses that received a dose of orange paint from their new owners. 5871 is about as conservative as it got for 1968 with exposed Leyland radiator, open rear platform and half-drop windows — quite something considering it was delivered at about the same time as the first of neighbour Manchester's revolutionary Mancunians.

Talking of Mancunians, Fleetline 2236 was a welcome visitor brought by the Telford Bus Group; as was 8001 of the Selnecc Preservation Trust and privately owned Standards 8141, 8551 and 8697. The Bolton Bus Group brought 6809, an Atlantean with East Lancs body that was ordered by Bolton Corporation but delivered to SELNEC and something of a behemoth with its 33-foot length and 86 seats. The post-deregulation 1990s were represented by First Manchester Volvo B10B/Wright 520, now preserved and kept in 'tomato soup' flame red; and former GM Buses Dennis Dominator 2032, as yet unrestored. In fact with these and the Museum's buses, the upper exhibition hall and street outside looked very much like a Greater Manchester bus garage and bus station of 30 years ago, with the

effect helped by a new museum display of GMT memorabilia complete with a video showing a 1986 TV advert for GM Buses whose slogan was 'Pick You Up Tomorrow As Usual': which must go down in history as one of the most inelegant and frankly inaccurate advertising claims of all time.

BOOK LAUNCH

The fifth and more portable launch was a photo album book, 'Manchester's Buses', compiled from the Museum's extensive archives by museum volunteer and writer of this feature Paul Williams and launched at the event with a book signing. All author and photographer royalties will go to the Museum to help support its upkeep and so is worth getting for that alone, even putting on one side the fact that it has 180 unpublished colour photos taken between 1969 and 1986.

Museum Chairman Dennis Talbot was understandably pleased as the last visitors set off for home and the Museum closed at the end of the event. 'We have to move with the times and orange buses have meaning for people who are too young to remember Manchester Corporation, North Western or Ramsbottom Urban District Council. So it's been successful on two fronts. We've seen many families and visitors who look on the 1970s and 1980s as 'their' period for nostalgia; and it has helped some younger Museum members to volunteer and take an active part in our activities, in fact we're probably in as good a place as we've ever been for volunteers. We could always do with more, but doing things that have meaning for people is the trick to get people involved.'

The Museum is now focusing on finishing off some loose ends before tackling further new major restorations. The next step is to get 5208 fully mobile, and finish off one or two small jobs on



Right: Stockport Corporation, always that most conservative municipal, bought rear-entrance buses as late as it could – in fact the very last 30ft rear-loader of all, 91 of January 1969, was new to Stockport. Its No 71 was new only a year earlier, so it spent far longer in orange than it ever did in red and cream. It's now the Museum's representative of all the many buses taken over by SELNEC and Greater Manchester from its forebears.



3065. Meanwhile slightly more substantial work continues on two very early rear-engined buses.

Manchester 3629 was an early ‘tin box’ Atlantean with Metro-Cammell body of 1959, although union trouble kept it off the road until 1960. After withdrawal by SELNEC, it was exported to Australia and later repatriated and given an external paint job: but now a team of volunteers is returning the interior to its 1959 colour scheme of green, biscuit and cream

complete with a set of new seats. An engine change is also on the cards.

Next door in the Museum, the earliest surviving Daimler Fleetline is having a major rebuild of its hubs and brakes. This is Lancashire United 97 of 1962, acquired a few years ago from the Lancastrian Transport Trust. It was 21st off the Coventry production line and given a Northern Counties body that wasn’t so much ‘sleek’ as ‘stately’.

Dennis wasn’t giving anything away on

the 2017 programme of special events in Manchester. ‘We haven’t actually finalised the list for 2017, but we’ll know before the end of the year. Our event calendar is driven by what vehicles we have available, what interests us and the public, and what anniversary or similar we can use as a “hook”. Suffice it to say that it’ll be worth coming to see us at one of our events next year.’

On the showing at The Big Orange we don’t doubt it Dennis, we don’t doubt it ...

Above: Bolton Corporation bequeathed a modern fleet of buses to SELNEC plus an outstanding order for 15 East Lancs-bodied Leyland Atlanteans. When they arrived in 1971 they were a mix of Bolton and SELNEC design ideas, and had the highest seating capacity in the fleet at 86 seats. Not surprisingly they were known as ‘Jumbos’. No 6809 is preserved by the Bolton Bus Group.

Left: GM Buses North 520 was one of the first buses to arrive after the split-up of GM Buses and is now one of a very few 1990s buses that have so far made it into preservation. It’s a Volvo B10B with Wright body.



Evening Drive

New in 1958, Plaxton Consort-bodied AEC Reliance 8332 U was one of 18 such coaches delivered to Wallace Arnold that year. The coach was used in a promotional film in 1959, and remained with Wallace Arnold until 1967. It was sold to Scottish operator Carson of Dunvegan, and by February 1970, was with third owner, MacBraynes, passing to Highland Omnibuses, Inverness in May 1970 and to Alexander (Northern) in September 1970, Aberdeen as its NAC142, with which it remained until around 1977

Two further owners later, the coach was acquired by Andrew Dolan of Crook, Durham. In 1989 Wallace Arnold repurchased the coach and carried out an

extensive five-year restoration, 8332 U being subsequently used for special events and staff transfers. In 2005 the vehicle was acquired by Neil Millington, being the first vehicle in his Classic Connexions collection.

Over the past decade various improvements have included fitting a Webasto secondary interior heater, a CD tuner with PA system and a 12/24 volt outlet for laptop/mobile phone and cool box operation.

Mechanical and body work has included fitting a new exhaust silencer and tail pipe, a new fan drive coupling

and repairs to the heater and side window pillar trim. Improvements in the boot area have included a new carpet and new angle iron to the lip. New rocker cover gaskets have been fitted, as have a correct period saloon clock and hazard flasher switch.

The coach is seen here on a short run out during Neil's annual open day organised for friends and family. Our thanks to driver, Barry Rennison. Picture: PHILIP LAMB





Wallace Arnold

Like all good things, Wallace Arnold finally came to an end in 2007, having merged with rival Shearings from across the Pennines two years previously, bringing to an end a 95-year history, which has been well documented in several books.

Its always-immaculate fleet over the years played host to almost all the popular coach designs to grace our roads during its existence. Chassis were varied, the operator becoming associated in later years with the Volvo brand.

So here we see some of those great coaches which have proudly carried the Wallace Arnold name.



Leyland Leopards featured in the fleet during the 1960s and 1970s. Seen here is 1965 Plaxton Embassy-bodied BNW 612C which operated in the Devon fleet based in Torquay. Sold in 1980 to Stanley Gath of Dewsbury, it was rebodied with a Duple Dominant I as FCW 3IIW. It was later registered again, this time as WRC 761, a registration it retained until sold in 1987 to Durbins as NJX 206W.

Four years later, Plaxton introduced its Panorama Elite design, introducing a basic body style which was so successful, successive modifications saw it remain in production for over 15 years. Seen here is 1969 Leyland Leopard RUB 372G.



Above: Returning to Devon we see, in March 1976 RDR 598K, a Duple Viceroy-bodied Bedford YRQ which had been new to Embankment of Plymouth in 1972, passing to Wallace Arnold with that fleet in 1974.



Right: The Torquay-based fleet had a need for a number of small coaches capable of negotiating Devon's narrow and winding lanes. Seen here in July 1981 is one such vehicle, 1978 Duple Dominant-bodied Bedford VAS5, XWX 160S.

Below: Amongst the first Volvo B58s, Plaxton Supreme IV-bodied LUA 251V was new in 1980, the year in which it was recorded here. The 57-seater was later sold to Lanarkshire Independent, Galloways.

Below right: When the cream livery returned, a richer tone was used as demonstrated here by Plaxton Premiere 350-bodied Volvo B10M P342 VWR seen here when almost new in September 1997 whilst undertaking a Shakespeare Country tour. This coach was later sold to East Yorkshire for use on National Holidays work.





Rare Lynx changes hands

The Yardley Wood Bus Club is well known for its magazine advertisements and model stall which can be seen at rallies up and down the country. It also owns a restored bus and, in recent years, transport to Midlands-based rallies was usually undertaken in its unusual Birmingham City Transport Daimler Fleetline with Marshall 37-seat single-deck bodywork, 3472 (BON 472C). Unfortunately 3472 has recently suffered engine problems and after some deliberation they decided to sell the bus to The Transport Museum, Wythall which was delighted to add it to its collection as it already had a spare engine. As a replacement, YWBC acquired a restored West Midlands Travel Leyland Lynx in November 2016, which will be more suitable for travelling longer distances to rallies in Scotland and the South Coast.

THE LAST BUS

The Lynx is significant as it was the last new bus to be designed and produced by Leyland Bus which, in the early 1980s, was keen to develop a new single-deck city bus to replace the Leyland National. They were both produced on a modern assembly line in a factory at Lillyhall near Workington, Cumbria which was established in 1969 as part of a joint venture between British Leyland and the National Bus Company.

Although over 7,650 Leyland Nationals of both the original and Mark 2 versions were built between 1972 and 1985, the factory was never able to achieve the original plan of producing 2,000 per year. This was partly due to a number of political and policy changes, including removal of the ban on the one-man operation of double-deckers not long

Dual-purpose seated Leyland Lynxes were a rare beast. SIMON GILL brings us news about the Yardley Wood Bus Club's recent acquisition.

after production had started and the gradual removal of Bus Grants which were introduced in 1968 and phased out by March 1984.

A project to design the rear-engined Lynx, codenamed B60, began in 1982. It was available as a complete integral vehicle or as an under-frame to be bodied locally which was intended to appeal specifically to overseas markets where the Leyland National had encountered some resistance. Unfortunately, by the mid-1980s, the bus industry in the UK was facing uncertainty caused by the splitting of the NBC and its subsequent privatisation which, together with increased competition caused by deregulation, left few operators with the finance to buy new buses. A management buyout of Leyland Bus in January 1987 and subsequent sale to Volvo only 15

Opposite: West Midlands Travel 1266 (G266 EOG), a rare Leyland Lynx with dual-purpose seating is seen outside the Cadbury factory in Bourneville, Birmingham recreating the 27 service. Pictures: SIMON GILL

This page, clockwise from top: left
Driver's eye view of the well-laid-out controls.

WMPTE fare box has been retained but make sure you follow the arrows!

The comfortable dual-purpose seating is just the ticket for long-distance rally trips.

Nearside showing the heavy skirt panels and square wheel arches which were a distinctive feature of the Lynx.

months later also affected sales although the Lynx was initially retained in the model line-up.

After a couple of prototypes in 1984 production commenced in late 1985 when Leyland, Gardner and Cummins engines were offered, although the Leyland engine was later dropped and replaced with a Volvo engine. The specification included a floor with either a ramp or steps, and although five lengths were offered only the 11.18m model was built. There was a pause in manufacture after March 1986 to evaluate the first 15 vehicles, with production resuming in August 1986. The Lynx II appeared in June 1990 but, following the restructure of Volvo's British business, the model was deleted in December 1991 although the final examples did not enter service until September 1992. A total of 1,058 Lynx



were built, the total including 910 original Lynxes, six pre-production buses, two exported kits and 140 Series 2s.

WEST MIDLANDS

West Midlands PTE ran a predominantly double-deck fleet with only a modest requirement for single-deck buses; largely

filled by 177 Leyland Nationals bought new together with 33 acquired with Midland Red's West Midland operations in December 1973. The PTE's quest to find a replacement single-decker resulted in an evaluation exercise in Wolverhampton which began during March and April 1986 between six Volvo



GENERAL INFORMATION

PASSENGERS MUST :-

- RAY CORRECT FARE AND RETAIN TICKET
- OR HOLD A VALID TRAVELCARD OR PASS

PASSENGERS MUST NOT :-

- SMOKE ANYWHERE ON THIS BUS
- PLAY RADIOS OR CASSETTES OR ANNOY OTHER PASSENGERS
- WILFULLY DAMAGE OR DEFACE ANY PART OF THE BUS
- OPERATE THE DOOR CONTROLS EXCEPT IN AN EMERGENCY
- ALLOW DOGS ON SEATS.
- OBSTRUCT GANGWAYS.
- SPIT
- LEAVE LITTER.

CHILDREN AT REDUCED FARE SHOULD NOT OCCUPY SEATS WHILE ADULTS ARE STANDING

DO NOT DISTRACT THE DRIVER
NO STANDING PASSENGERS OR LUGGAGE FORWARD OF THIS NOTICE.

NEW TRAVELCARD PRICES VALID FROM SUNDAY 7th JANUARY 1990

Revised prices apply to tickets purchased in advance from Wednesday 3rd January 1990

| Period / Type | ADULT TRAVELCARDS | | | YOUNG PERSONS | TRAVELCARDS |
|-------------------|-------------------|---------|--------|---------------|-------------|
| 1 Week Regional | £7.30 | £9.50 | £3.65 | £5.00 | £5.00 |
| 4 Weeks Regional | £23.50 | £31.00 | £11.50 | £15.00 | £15.00 |
| 52 Weeks Regional | £265.00 | £315.00 | - | - | - |
| 1 Week Area* | £5.30 | - | - | - | - |
| 4 Weeks Area* | £17.50 | - | - | - | - |
| Term Regional | - | - | £30.00 | £41.00 | £41.00 |
| Scholar Plus | - | - | - | - | £25.00 |

ALSO DAYTRIPPER TICKETS, FAMILY £1.50 ADULT £2.00 YOUNG PERSON £1.00

* Area Valid from 1 January, Merseytravel, Warrington, Wigan & Leigh area. West Midlands Travel area valid from 1st January 1990.

OFF PEAK TRAVELCARD PRICES REMAIN UNCHANGED

FOR FURTHER INFORMATION PLEASE CALL YOUR LOCAL TRAVELCARD AGENT, CARDAGEN, OR DIAL-A-STATION, OR TEL: 01256 881313

Left: General information and Travelcard prices effective when 1266 was new.

Below, clockwise from upper left: **Do you know your ticket? If not busy WMT Bee will tell you.**

Walsall Timesaver Link travel information on cove panel.

Guilty! — £1,000 fine for graffiti vandals.

Authentic advert for WM Travel Shop on the cove panel.

immediately behind the driver. They were used on limited stop 'Timesaver' routes which were introduced to try and reduce journey times and improve comfort, especially at peak times. The table below shows details of all the Lynx built with dual-purpose seats.

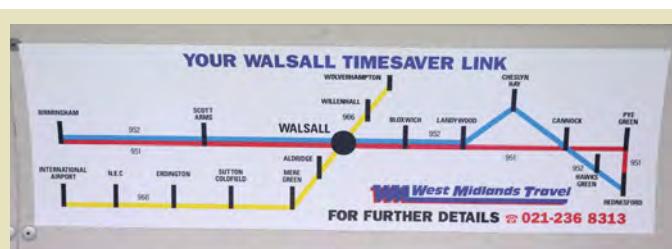
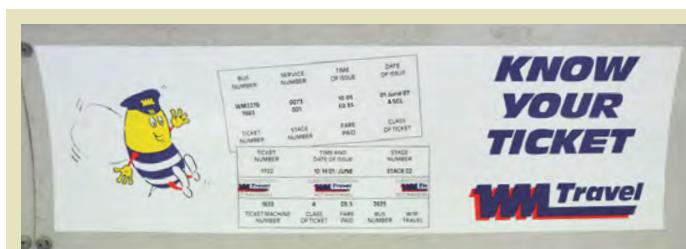
All West Midlands Travel's dual-purpose Lynxes entered service in April 1990 and were split between five garages; Lea Hall (1255-7), Yardley Wood (1258-60), West Bromwich (1261-5), Walsall (1266) and Coventry (1267-9).

No 1266

As far as is known only three dual-purpose Lynx have survived in preservation: West Midlands 1266 (G266 EOG), Cardiff 238 (F238 CNY) and PMT 860 (H869 GRE).

With chassis number LX1754, West Midlands 1266 was the only one of the type allocated to Walsall garage, where it was mostly used on 'Timesaver' service 991 to Lichfield. Transferred to Lea Hall garage in August 1996, it was route branded for services 993/4 to Chelmsley Wood in 1997, where a red band with additional roof slogans 'Express up to 40 journeys per day Mon-Sat' was added to the standard single-deck livery.

In July 1999, No 1266 was one of several Lynxes converted for driver-



training with Travel West Midlands, which West Midlands Travel became following acquisition by National Express in April 1995 and subsequent rebranding in September 1996. Renumbered 9266 in August 1999 to reflect its new role, it was based at the main training centre until July 2004 when a transfer to Travel London's Walworth garage occurred. Retaining fleet No 9266 in its training fleet, it wore a blue and white livery. Renumbered 9991 in March 2007, it was repainted all over London red in May 2007, and was transferred back to Travel West Midlands in July 2008 as 9266 again, withdrawal finally coming in March 2010.

Ross Cleaver of Coventry bought 1266 for preservation in June 2010 and over the next few years, a full set of dual-purpose seats were reinstated together with the luggage pen, front fog lights and a repaint in the smart West Midlands Travel light grey and blue livery with red lining.

RECOGNITION

For many years the YWBC used buses from its local garage to attend shows and, during the early 1990's, frequently used 1260 (G260 EOG) from the same batch so 1266 is ideal, and will shortly be fitted with Yardley Wood garage destination blinds. YWBC Secretary and Treasurer, Peter Turland, who was an inspector

LEYLAND LYNXES FITTED WITH DUAL-PURPOSE SEATS

| Operator | Identity | Total |
|----------------------|---|-----------|
| West Midlands Travel | 1255-169 (G255-69 EOG) | 15 |
| Preston Bus | 12-8/23/4/6-9 (F212/3 YHG, G214-8 KRN, H23/4/6-9 YBV) | 13 |
| PMT | SLC851-61 (H851-61 GRE) | 11 |
| Cardiff | 237-40 (F237-40 CNY) | 4 |
| Harrogate & District | 381-4 (G381-4 MWU) | 4 |
| Luton & District | 407-10 (H407-10 ERO) | 4 |
| Busways | 126/7 (H126/7 ACU) | 2 |
| Chesterfield | 60/1 (E60/1 WDT) | 2 |
| Southampton | 112/3 (G112/3 XOW) | 2 |
| Metrobus, Orpington | F80 SMC | 1 |
| TOTAL | | 58 |

with Travel West Midlands prior to his retirement, remembers an unusual incident one Friday morning. He received a phone call from his boss saying that one of the Lynxes had been stolen from the forecourt of Hockley garage. It had been found and could he go and collect it . . . from the Silcox depot in Tenby, South Wales! Peter set off by train and enjoyed the drive back to Birmingham. Peter also recalls a period in the 1990s when vandalism on double-deckers was a major problem, so most of the Lynx could be seen in service on Sundays deputising on double-deck routes.

The Lynx had mixed appeal and perhaps doesn't get the recognition it deserves, as many of those who were not familiar with the type were often put off by the

heavy skirt panels and square wheel arches which didn't win many friends when it came to style. Nevertheless it was a good, well engineered bus and well thought of by operators which ran them. This last Leyland model was well represented in the West Midlands with Midland Red West also running 50, which were all initially allocated to the former Midland Red garage in Digbeth, Birmingham.

As West Midlands Travel's 256 Lynx represented 24% of all those built, including Mark II models, No 1266 is a significant survivor and is expected to be seen attending events during 2017. Our thanks to YWBC, especially Peter Turland, for all his help and making 1266 available for photos and also to Adam for driving.



A chain of Lynx

Yes! A group of Lynx is called a chain, so here's one for you... As mentioned in the previous article 1,058 Lynxes were built making it the most popular single-deck bus of its era, with examples being delivered across all sectors of the industry. Here's a small selection.



Top: D752 DLO was new to London Buslines, but later transferred to Beeline (Berks & Bucks) as its 804. Falling into First hands and having been shipped North to PMT, this Lynx saw out its declining years in Manchester, arriving there via PMT's Pennine division.

Centre: Another Lynx to begin its career in London's suburbs was E966 PME, new in 1988 to Atlas Bus as its AB52. Acquired by Motts Travel of Aylesbury for its Yellow Bus fleet, it passed with Yellow Bus to the fast-growing Luton & District operation, which subsequently changed its identity to The Shires. Local fleetnames were applied to a corporate blue and yellow livery, the Lynx remaining in Aylesbury operating within the Aylesbury and the Vale-branded fleet. The Shires later became Arriva The Shires, and by 2005 E966 PME had become a driver-trainer with Arriva.

Bottom: Midland Red West took delivery of 50 Leyland Lynxes virtually modernising at a stroke its single-deck fleet, later deliveries of Plaxton Verde-bodied Dennis Lances completing the process. Amongst the former was No 1102 (G102 HNP) seen here in Kidderminster in May 1996. Pictures: PHILIP LAMB



Above: Seen in October 1996, London United LX5 (G75 UYV) was one of a small fleet of such buses operating in West and South-West London. Upon withdrawal, this bus passed to Poynters of Wye in Kent.

Above right: Southampton was amongst the Lynx's municipal followers. Seen here in Portsmouth in March 1997 is No 105 (G105 WRV), which, under First auspices, became Barbie 2-liveried 62545. Aren't the buses in Southampton red again?

Right: Bristol city services branded Cityline employed a number of Lynxes painted in this attractive livery. This, in February 1997, is No 2656 (H656 YHT), later First 62656.



Above: Based in the Lancashire town of Leyland, not far from Preston, J. Fishwick & Sons was, understandably, a devotee of the products of the local bus manufacturer, even if they were built several miles away in Workington. New in 1992 and seen here in November 1996, Fishwick's Lynx 2 No 3 (J7 JFS) remained in the fleet for many years.



Nottinghams Heritage Vehicles Charity

The Old Bus Garage, Portland Road, Hucknall Nottinghamshire NG15 7SF



Have you visited our art deco bus garage to soak up a little nostalgia ?

If not then please follow our website or visit our Facebook page for the latest news and details of upcoming open days and events.

Do you have a few spare hours ?
Do you wish to be part of a great project ?
Have you thought of joining us ?

We are looking for volunteers just like you to help develop the work of the Charity . Become part of a diverse team where your efforts are appreciated and welcomed. To find out more visit us !

www.nottinghamheritagevehicles.co.uk

The last farewell

Whippet's final Volvo Citybus has had to be withdrawn due to DDA regulations after almost 30 years' operation of the type. Much to the regret of many, as NICK LARKIN discovers.

Any bus and coach operator can have a bad day as far as vehicles are concerned, and Peter Lee, former Managing Director of the then family-owned Cambridgeshire operator Whippet recalls a particularly horrendous occasion 30 years ago.

'We had three double-deckers break down on the way to Cambridge in very bad weather and decided we had to update the fleet.' The result of that decision, and particularly the choice of double-decker would be of major benefit to Whippet for something like 30 years and be summed up in two words: Volvo Citybus.

The final example of several new and secondhand examples has just been withdrawn from service, having served Whippet through massive post-deregulation competition and transition from a family business to a sister company to Australian-owned London operator Tower Transit.

As well as being a regular on Whippet's major routes from Huntingdon and St Ives to Cambridge, the bus in question, Northern Counties-bodied H303 CAV, has worked everything from day excursions to Whippet's London commuter service.

The bus, by far the oldest in the fleet and with 26 years hard service under its wheels is the longest serving vehicle in the Whippet fleet since the firm was founded in 1919.

Still in rude health, the bus has been withdrawn mainly because of the new DDA (Disability Discrimination Act) regulations which means step-entrance double-deckers could no longer be operated in service from 1 January 2017.

H303 CAV has become something of a legend locally, and its passing is regretted by many, and you may be surprised to know, not just enthusiasts.

A LITTLE ON THE CITYBUS

The Volvo Citybus, or D10M was a double-decker version of Volvo's spectacularly successful underfloor-engined B10M coach chassis, launched in 1982 to compete with vehicles such as the Leyland Olympian and MCW Metrobus primarily on the British market. A 9.6-litre Volvo THD engine was used. The vehicles were mostly bodied by Alexander and Northern Counties.

The B10M would remain in production until 2003, although the Citybus was effectively replaced when Volvo relaunched the Leyland Olympian as the Volvo Olympian. It had been a success, with Eastern and Fife Scottish, Derby and Greater Manchester being among its major customers. Southdown bought a batch of ten in its brief post-deregulation independence, which seemed to suggest optimism for the future, and Trent bought a similar number which also proved highly popular.



Withdrawn Volvo Citybus H303 CAV takes centre stage at Whippet depot. NICK LARKIN



But the most famous Citybus operation began when Grey-Green took over London routes, particularly the 24 in 1998, which until regulation intervened, saw non-red buses in the centre of the capital.

WHIPPET CITYBUSES

Whippet's flagship 1/1A service to Cambridge from Huntingdon and St Ives is not a friendly trundle through the Fens, but an intensive service including a spirited run (traffic permitting on this extreme bottleneck) down the notorious A14 dual carriageway and then negotiating heavy traffic in the city.

Workings were mainly in the hands of MCW Metropolitans, of which Whippet acquired 27 secondhand examples, Leyland Atlanteans and various coaches. But then came the Volvo Citybuses, some coach seated, which took all this work in their stride.

The first was Alexander-bodied E176 OEW, bought directly from Volvo and arriving in March 1988. 'It had been very difficult to get hold of new double-deckers prior to deregulation, as manufacturers only wanted to sell large batches and we were pleased to get this bus quickly. We were delighted with it from the start, and passengers appreciated the coach seating. 'We went for Volvo as we had been very happy with that manufacturer's coaches.'

Indeed Whippet had, as would often happen, surprised many by buying six Plaxton-bodied Volvo B58s as early as June 1973, though other types would subsequently be purchased.

Alexander-bodied E176 DEW was Whippet's first Volvo Citybus, bought from Volvo stock. It is seen here leaving Cambridge's Drummer Street bus station bound for Huntingdon. GEOFF MILLS

Seen in September 1989, 'twin' Citybuses G823/4 UMU are awaiting their first day in service. GEOFF MILLS

Alexander-bodied E441 ADV was new to Fifer of Ilfracombe, joining the Whippet fleet in 1991. GEOFF MILLS

Opposite, clockwise from top left: **H303 CAV in original livery.** CHRIS BOWLES

Seen in Falcon Street, Ipswich, H303 CAV is on the epic 640 summer Sunday service from Histon to Clacton via Newmarket, and Bury St Edmunds. The date is 16 June 1996. GEOFF MILLS

E176 DEW wearing its third livery variation makes a swift departure from Drummer Street. RICHARD HAUGHEY



Two further Citybuses, G823/4 UMU, this time with Northern Counties bodywork came in September 1989 followed by a lucky secondhand purchase in May 1990, an Alexander-bodied Citybus, which had been new to Filer of Ilfracombe two years earlier.

Finally, in September 1990 came Whippet's last double-decker bought new and the star of this feature, Northern Counties-bodied H303 CAV. 'By this time things had changed and got very competitive', Mr Lee added.

COMPETITION

Whippet was locked in bitter competition with United Counties, later Stagecoach, Premier Buses and Huntingdon & District on its Cambridge routes, where the superior coach-seated Volvos were a major asset against the superannuated Bristol VRTs operated by the competitors for many years.

'The Volvos were very reliable and at the end of the day they were the backbone of the fleet. They would do around 7/8mpg and were definitely fast buses.'

'A Citybus could be on Cambridge city services one day, a seaside trip to Clacton the next and at one time contracted services for Suffolk as well as Cambridgeshire County Councils.'

Chris Bowles, acknowledged Whippet enthusiast recalls: 'H303 CAV is a motor I have known since it was delivered back in 1990, when I was sweeping out school buses for Whippet! It's been in the fleet a very very long time.'

'I travelled on G823 UMU to Cadbury's Chocolate World at Birmingham, G824 UMU on the Lincoln Christmas Market trip, and also Whippet's Great Yarmouth Coastal Service. H303 CAV also carried out its fair share of excursions, but a lot of private hire and

railway replacement work too, I seem to remember.' Added Chris: 'On the occasion of a railway strike, one would often be required for the company's service 4 to London, both G823 UMU and G824 UMU did this.'

SECONDHAND PURCHASES

Whippet's Citybus buying days were not yet over, however, Chris remembering two new to Grey-Green F117 PHM and G145 TYT arriving in 2003 for a short stay. 'These were bus-seated and dual-doored, so were thus considerably noisier than all the others in the fleet, and arguably in a much poorer internal condition than the Leyland Titans the firm were running at the time.'

He adds: 'Over the years H303 CAV, must have been repainted about three

times, the latter including one partial repaint which removed all the cream from the livery, and which took place after Tower Transit had taken over the business in November 2014.'

The 'native' Citybuses had clocked up a couple of decades' service and time was catching up. G823/4 UMU departed in June 2014, E176 OEW having left the fleet a couple of years earlier.

H303 CAV, which had received the engine from a coach some years ago, still had its fans at Whippet, which today has more than 50 vehicles including coaches on National Express contracts. Engineering manager Scott Nicholetti, who has been at Whippet for six years, said: 'The Citybuses were reliable and useful for all types of work. There was





talk of restoring H303 CAV at one time, but this never materialised. The main reason for its withdrawal is DDA, though obviously it's an old bus. It's an 80 seater — you can't get that many seats in a low-floor double decker.'

H303 CAV's demise means there is only one bus remaining in the fleet from family owner days, East Lancs Vyking-bodied Volvo B7 FE51 RAU.

TODAY AND TOMORROW

The Citybus is not, however, dead in Cambridgeshire, as neighbouring Dews of Somersham is, at the time of writing operating eight examples including Alexander-bodied E207/208 GCG new to Bournemouth in 1988, ex-Great Yarmouth F50 ALC, new to Burnley & Pendle H114 ABV, and former Finglands F242 MBA. The Citybuses are used on school contracts.

'They are what they are and they do a good job, especially considering some of the awful roads around here. We can't run them forever though,' said Simon Dew. Simon would like to see former Derby Northern Counties E153 BTO enter eventual preservation, though he emphasises that the bus will be in service until at least the end of the 2017 summer term.

Several Citybuses are already in



Above: Seen leaving Drummer Street, H303 CAV displays a later livery. CHRIS BOWLES

Far right: Coach seats offer high comfort levels. How many vehicles look quite this good following nearly 30 years in service? NICK LARKIN

Right: Underfloor engine means a high floor. Steps up may have contributed to D10M's demise. NICK LARKIN

Bottom right: The well laid out cab. NICK LARKIN

Opposite, top: H303 CAV is seen at the depot shortly before withdrawal. CHRIS BOWLES.

Inset: H303 CAV starred on the cover of Paul Carter's book.

Bottom: Rear view — no engine compartment, as power unit is amidships under the floor. NICK LARKIN



preservation, Alexander-bodied B177 FFS, new to W. Alexander & Sons (Fife) is a member of the Glasgow Vintage Vehicle Trust fleet, whilst the SELNEC Preservation Group has Greater Manchester's first Northern Counties-bodied example, C481 CBU, as well as the last, J710 ONF. Former Trent G621 OTV is with the Plymouth City Transport Preservation Group, having latterly served with Plymouth Citybus.

But what about H303 CAV's future? The vehicle certainly sounded in good health when posed for our pictures at Whippet's premises. It was certainly ready for a sprint down the A14, although sadly the bus is out of MoT.

There's always something rather poignant about stepping into a withdrawn vehicle with an uncertain future, especially one you remember personally. I

lived in Alconbury, near Huntingdon for five years in the 1990s and there was always big a dilemma on a trip to Cambridge between the obvious inclination to support the local independent (ie Whippet) or enjoy a well-past-its-best Bristol VRT provided by Stagecoach and the replacement Premier Buses, which would often need a drop of water in it at Drummer Street after negotiating the A14 at 45mph. H303 CAV, which it seemed would travel at least five times quicker than that.

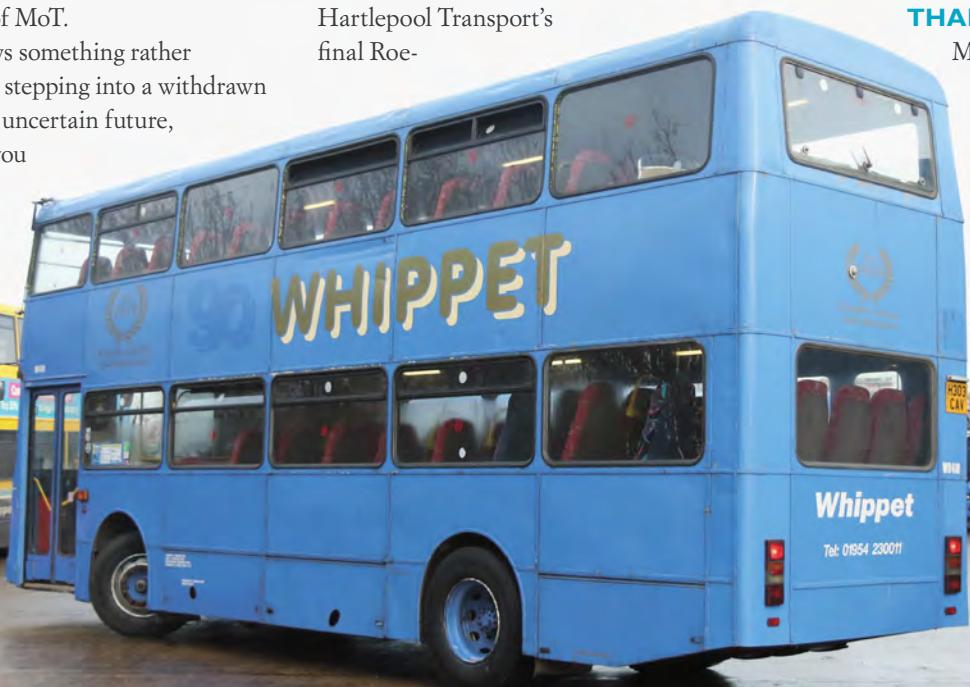
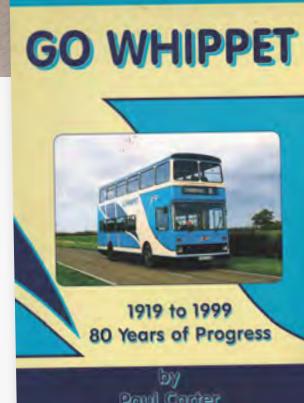
The bus is still in excellent order with a few mis-matched seat cushion and bits of wear reflecting its hard use. I even had a flashback to being allowed aboard Hartlepool Transport's final Roe-

bodied Daimler CVG6, AEF 593, which after 22 years use had the air of a retired warrior.

Well, the Volvo has been sold to dealer Chalkwell and at the time of writing its future is not known though it probably won't be the scrapyard. Hopefully the bus will one day be conquering the A14 – or at least a similar road somewhere again.

THANKS

Many thanks to Peter Lee, Chris Bowles, Richard Haughey and John Wakefield for their help with this feature.



Journey's start



First up, two views of PSC 349G, a former Edinburgh Alexander-bodied Leyland PDRIA/I new in 1969. Recorded in October 1985, the bus was at the time wearing this attractive red and yellow livery. By the time of the second view dated June 1987, however, a change of livery had occurred, perhaps more in keeping with the then current trends, but we'll leave it up to you to decide which you prefer...

Pictures: PRESBUS ARCHIVE

Recorded in May 1986, Willowbrook-bodied Leyland AN681/R CUF 146L was one of two former Brighton Atlanteans, which had been new in 1973. As was the case with the other, CUF 150L, the attractive front dash moulding had been replaced in Brighton days with a plain aluminium panel.

Lonsdale Coaches of Heysham was a large and significant North-West independent, noted for its contract work using an eclectic mix of both single- and double-deckers from many sources. Deregulation would see Lonsdale taken over by Lancaster City Transport, the company continuing as a subsidiary until LCT was taken over itself by Stagecoach PLC. Over the years buses were supplied for a number of customers including contractors Taylor Woodrow relating to the construction of Heysham Power Station, Pontins Heysham Holiday Camp, Asda Supermarkets and Isle of Man Steam Packet/Isle of Man Seaways.

During the 1980s several double-deckers were employed on the last-mentioned contract transferring passengers between Lancaster railway station and the ferry terminal in Heysham. Here's a flashback ...



EAST ANGLIA TRANSPORT MUSEUM
Chapel Road, Carlton Colville, Lowestoft NR33 8BL
event enquiries: eatm.events@gmail.com

EASTERN COACH WORKS

30th anniversary weekend

Saturday 8th July & Sunday 9th July 2017
www.eatransportmuseum.co.uk 01502 518459

Join us for an extra special running weekend to commemorate the 30th anniversary of Eastern Coach Works' closure. We are planning extensive bus services, both on and off site as well as a road run, for vehicle owners, to the old factory site on the Saturday evening. All ECW bodied vehicles are welcome and entry forms are available from the Museum's website www.eatransportmuseum.co.uk or by emailing eatm.events@gmail.com. Vehicle entry must be pre-booked and is of course free, please book early as even our 10 acre site is already starting to fill up for what promises to be a most enjoyable weekend.

East Anglia Transport Museum, Chapel Road, Carlton Colville, Suffolk NR33 8BL

www.eatransportmuseum.co.uk Reg. Charity 268204

Tel: 01502 518459 Email: eatm.events@gmail.com



SERVICE FLEET

It is now virtually unknown for bus operators to convert buses no longer required into service vehicles to support various engineering tasks that needed vehicular input. Here's a selection from the days when no self-respecting operator would be without its lorries, tower wagons, recovery vehicles, tree-loppers etc — all former buses.



Seen occupying its normal parking spot at Portslade Works in May 1966, we see Southdown 1932 Leyland TS4 L2 (UF 8837). Converted in 1947 and fitted with a Covrad radiator shell, this Tiger originally carried a Harrington coach body, receiving this lorry body previously carried by an earlier vehicle. Used to carry parts between depots, the vehicle was sold for preservation in January 1970. Pictures: PRESBUS ARCHIVE



New in 1937, AEC Regal, Maidstone & District 55 (DKT 20) was converted into a recovery vehicle in 1956 using body parts from 1931 Leyland TDI No 862, whose fleet number it initially adopted, later becoming 917 and then P32. Originally fitted with Harrington saloon bodywork, the Regal was used as an ambulance during World War 2, suffering bomb damage. Following the cessation of hostilities it returned to PSV duties and was renumbered SO526 in 1950. Seen here at Silverhill in April 1980, it was re-registered YKT 959B in June 1975. It survives in preservation today in this form.



Left: Weymann-bodied AEC Regent TW58 (CWJ 410) was converted by owner Sheffield Transport into a tower wagon. A wise move as far as the vehicle was concerned as it is still earning its keep today as a resident at Crich Tramway Village.



Above: Bournemouth 12 (VH 6217), an AEC Regent new to Huddersfield with English Electric body in 1934, is now in the care of Dundee Museum of Transport. It was acquired by Bournemouth in 1945 and converted into a tower wagon in 1948. It was withdrawn in May 1970 for preservation.

Above: Where have all the Crossleys gone? Crossley supplied many buses in the postwar years to municipals everywhere due in the main to the shortage of chassis from their regular suppliers. Many Crossleys were withdrawn early due to their quirky transmissions and their 'non-standard' status, and so missed the preservation boat. As far as we can tell, this Reading example, 1950-built No 89 (ERD 158) seen in 1977, completely rebodied as a lorry, didn't make it either.

Right: Is this the only dual-door Lodekka? Bristol Omnibus G7066 (511 OHU), a 1962 FLF6G allocated to the Gloucester fleet was, at the end of its service life, used as a driver-trainer before being converted into a tree-ripper. Transferred within First to Scotland and re-registered JSK 492 and LAS 548, the FLF seen here in 1985 is now preserved.





An unusual conversion, Plaxton Embassy-bodied Leyland L2 9902 UG was new to Wallace Arnold in 1961. Following withdrawal, the Leopard passed to Seagull Coaches, Blackpool and then to Edwards, Joys Green with which it was converted to a recovery vehicle. Following the demise of Edwards, it became the recovery vehicle for Dean Forest Coaches. The Leopard is seen here in 1978.

Bizarre in the extreme is this Yorkshire Traction Alexander Y-bodied Leyland Leopard converted into lorry/recovery vehicle L9. New in 1971 as No 236 (YHE 236J) and seen here at Huddersfield in March 1987, L9 was later transferred to Strathtay and was last recorded at work in 2007.

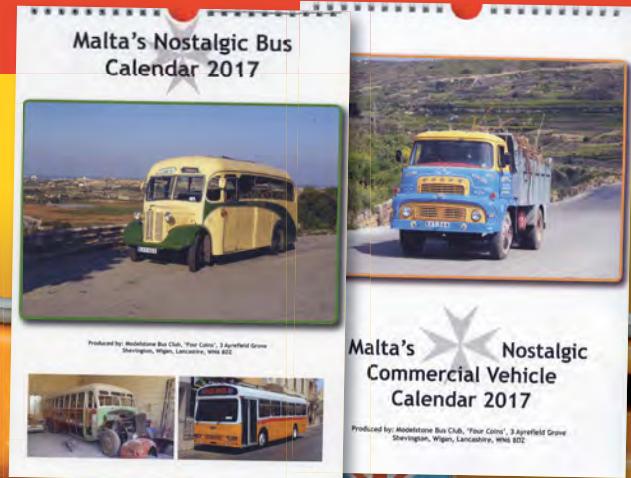
And they get more so! MCW-bodied Leyland Atlantean OEM 785S started out as Merseyside 1085 in 1978. Sold for further service with Sheffield Omnibus as its 1085, it later transferred to Nottingham Omnibus before joining the Lincolnshire RoadCar fleet as a driver trainer. It was transferred to Yorkshire Traction and cut down as a recovery vehicle. Now sold to PVS for scrap, the Atlantean is seen here in Barnsley 2002.



Malta Bus & Commercial Vehicle 2017 Calendars

£7 EACH POST-FREE

or buy any two
mix&match for **£12**
POST FREE



We accept payment by credit/debit cards and cheques payable to Presbus Publishing: Unit 12, Redland Close, Aldermans Green Industrial Estate, Coventry CV2 2NP

Order now for **POST-FREE** UK delivery

Call us on: 024 7661 6930

e-mail: presbusps2@btinternet.com | www.presbuspublishing.com

Presbus
PUBLISHING

Presbus PUBLISHING

we buy

in mint condition

Secondhand books
& Slide collections
at the best prices!



Call us on:

024 7661 6930

e-mail: presbusps2@btinternet.com
www.presbuspublishing.com

RADICAL LONDON RETHINK
ROUTES TO EXIT OXFORD STREET

OPERATOR OF THE YEAR
NOTTINGHAM'S 4TH RECORD WIN

BUSES

MMC GOLD



JANUARY ISSUE
OUT NOW

Available from WHSmith and other leading newsagents, or online at www.keypublishing.com/shop

*February issue available Thursday 19 January

£4.60

NIGEL APPLEFORD revisits Oxford Diecast's Bedford OWB

In *B&CP*, December 2012 issue, I looked at the then new Oxford Diecast OWB. Since then we've had many more releases and also a 2mm scale model, so perhaps it's time to take another look.

The Bedford OWB was a wartime adaption of the ubiquitous Bedford OB. By 1941 it was realised that new buses were urgently required and the Ministry of Supply (MoS) selected the OB as the basis for a lightweight single-deck bus, obvious differences identifying an OWB being smaller military-style headlights and a lack of chrome trim on the grille.

Duple produced a standard design for the body and construction began in January 1942. The body was also built by Roe, Scottish Motor Traction Co (SMT) and later by Mulliner. It was, of necessity, austere, no beaten curved domes or internal lining panels, the 32 seats being of slatted hardwood. As the war progressed stocks of oak and teak for framing gave way to unseasoned ash and pitch pine.

FLEETLIST

OXFORD DIECAST 1:76 Scale

| Ref: | Identity | Issued | Seating |
|----------|-----------------------------------|---------------|------------|
| 76OWB001 | Royal Navy 56 RN 12 | February 2012 | Slats |
| 76OWB002 | Ministry of Supply EDG 391 | April 2012 | Slats |
| 76OWB003 | Portsmouth 170 (CTP 200) | May 2012 | Slats |
| 76OWB004 | Southern National 507 (DOD 556) | November 2012 | Upholstery |
| 76OWB005 | Merthyr Tydfil HB 5953 | December 2012 | Slats |
| 76OWB006 | British Railways S298WV (DFE 891) | March 2013 | Slats |
| 76OWB007 | Bertram Mills Circus 44 (VLO 540) | April 2013 | Slats |
| 76OWB008 | NIRTB 299 (GZ 2482) | October 2013 | Slats |
| 76OWB009 | Bournemouth 184 (FRU 102) | June 2014 | Slats |
| 76OWB010 | Bristol Tramways C245 (HHW 21) | February 2015 | Slats |
| 76OWB011 | MacBraynes 24 (DUS 24) | December 2015 | Upholstery |
| 76OWB012 | Warstone Motors 4 (GZ 2248) | October 2016 | Slats |

OXFORD DIECAST 1:48 Scale

| | | |
|---------|-----------------------------------|----------------|
| NOWB001 | Royal Navy 56RN12 | February 2014 |
| NOWB002 | Ministry of Supply KGT 70 | August 2014 |
| NOWB003 | Portsmouth 170 (CTP 200) | September 2014 |
| NOWB004 | Southern National 507 (DOD 556) | February 2015 |
| NOWB005 | Not yet released | |
| NOWB006 | British Railways S298WV (DFE 891) | January 2016 |

The first two releases were under the Oxford Military banner — a Royal Navy bus with the destination 'HMS Excellent', a shore establishment in Portsmouth, which still exists today, and another in the matt brown Ministry of Supply livery. Livery applications are very good although the Navy model seems a little thick. The destinations are a little cloudy round the edges (this applies to most of the models released so far) but a lick of black paint would overcome this. These models were released in February and April 2012 respectively.



The prototype measured for the model was Portsmouth 170 (CTP 200), now preserved by the City of Portsmouth Preserved Transport Depot (CPPTD). It was repainted into postwar livery in 2014/15 and is seen at the Southsea Spectacular rally in June 2015. Comparing this to the model I think Oxford Diecast has made an excellent job on the general shape of the body.

Just one half-drop window was provided on each side of the body with ventilation grilles in the angular front dome. Buses were delivered in a drab brown livery with white wing edges and side guards, although many operators did repaint them before they entered service. In total 3,189

OWBs were built for the home market up to September 1945, 348 of these for the military authorities.

The buses were worked hard, and, after the war was over, new buses weren't immediately available, so by the 1950s most of the bodies were suffering, many operators carrying out rebuilding and re-seating of the Utility body, or, in many cases, having the chassis re-bodied as buses or coaches. Many survived into second lives including non-PSV uses such as mobile shops and contractors' transport.

Until February 2012, when Oxford Diecast introduced its first 'scale' 1:76 bus in the 'Oxford Military' range, the only OWB model in 4mm was a white metal kit. The prototype measurements were taken from former Portsmouth 170, now preserved in its hometown, but with a replica Duple body. It should be mentioned that although the dimensions are accurate for this bus, the nature of the



Below: The third release, in May 2012, was of Portsmouth 170 and was issued in the Oxford Omnibus series. The matt grey finish with red wheels is excellent. All crests, lettering etc. are correct as 170 was at the time — it has now been repainted as opposite.



Below: Municipal operators received the OWB as required. These models are of Bournemouth (released June 2014) and Merthyr Tydfil (released December 2012) examples. They are very colourful in their postwar liveries. Bournemouth went on to convert four of its OWBs to open-top for seafront tours.



Above: Many OWBs found further employment, often as non-PSVs. In the Oxford Showtime series is this example in Bertram Mills Circus colours. I assume it was used as staff transport. The model of 44 (WLO 540) was released in April 2013.

Above right: This model of David MacBraynes 24 (DUS 24), heading for Fort William, was released in November 2015. The rear carries the legend 'MacBraynes for the Highlands' which I believe appeared on all vehicles except those with mail compartments which had: 'MacBraynes Royal Mail Services' with the Crown cypher.

Right: The Northern Ireland Road Transport Board also received OWB buses. The model released in October 2013 is of 299 (GZ 2482), similar V957 (GZ 783) with replica body built by Ulsterbus in 1985 is currently preserved.



Above: From the fourth release, Southern National 507 (DOD 556), a few minor improvements were made, particularly to the side lifeguard rails, bonnet and mudguards. The rear aspect has again been well captured although from this angle the model does indeed look to be 'thicker' around the rear windows. Except in the case of the Warstone model, the rear features a spare wheel carrier complete with wheel. There were considerable variations in rear numberplate positioning and lighting (usually sparse!) so Oxford Diecast has done an excellent job in researching these. The Southern National model has the plate under the offside rear window. They could also be under the exit door or painted on the offside window glass.





The green livery of Bristol Tramways with cream band and city coat of arms looks particularly pleasing on this model of Bristol C245 (HHW 21), released in February 2015. When comparing the different models, it is interesting to note that there are different front wheels, in this case it would seem to be a representation of the small metal 'dinner plates' fitted to some OB/OWBs, in this case painted.

original bodies means that not all were exactly identical!

The model certainly captures the angular look of the OWB. The body is a one-piece metal casting with a plastic baseplate and plastic wheels with rubber tyres. The windscreens are flush but the side windows aren't (but do observe the prototype pictures); the plastic interior features driver's seat, steering wheel and seats, either wooden slats or upholstered, both looking quite effective. The chassis is held on by three Philips screws, so dismantling should be straightforward. The standard of external finish is extremely good with seating capacity legible and relevant registration plates. It has been suggested

that the sides are too thick — I'm not convinced, but there are two thick bars in the rear corners where the screws are located underneath. The destinations are a good try but the clear plastic overlay in some cases is a bit 'cloudy' round the edges. This can be fairly easily rectified if the owner wants. From the fourth release some minor improvements were introduced, the bonnet and lifeguard rails being the most noticeable.

In 4mm scale we're now up to twelve releases. Many of the prototypes enjoyed a long life, often seeing subsequent service with another operator or in many cases non-PSV use. This gives the model a fair time span as many worked well into the



The latest release is of Warstone Motors No 4 (GZ 2248). This is a model of another former NIRTB vehicle new in 1944, which was re-bodied with 1949 Mulliner 29-seat body in 2000. It was operated by the now defunct Warstone Motors company as a PSV until a few years ago, and is now in preservation on the Wirral. This particular release has no spare wheel, not sure why.

1960s, and this has made this a popular model with collectors and bus, military or railway modellers.

After this success in 4mm, a 2mm scale model was introduced in February 2014. This was a scaled down model of the 4mm issue and the five examples released so far have replicated the larger model's liveries. Again these have proved very popular with collectors and bus, military & railway modellers.

Prices too are very reasonable, the 4mm model has an RRP of £14.95 and the 2mm £6.45 – these can be lower at rallies, fairs etc. Compared to other brands they are very reasonably priced and they are extremely good models.

Oxford also produces a large range of 2mm scale (N gauge in model railway terms) range of road vehicles so it was no surprise that the OWB would appear in the smaller scale. They are scaled down from the larger model and releases so far are all of liveries available in 4mm scale. The first three are Royal Navy, Ministry of Supply and Portsmouth (released February, August and September 2014 respectively). Unfortunately the camera picks up the flaws that the eye doesn't always notice, occasional wonky headlights for one!



Southern National and British Rail have also appeared but no Merthyr Tydfil so far (might this be the missing NOWB005 I wonder?). These two models were released in February 2015 and January 2016 respectively. Lovely models but only 50mm (2in in old money) long!

TTCDIECAST.COM

107 NOTTINGHAM ROAD, DERBY, 01332 343943 - MODEL RAILWAYS - MODEL BUSES - MODELS CARS - MODEL TRUCKS



BACHMANN DEALER EXCLUSIVES



**EFE 31514 London Transport
Routemaster - SHOPLINKER RM59**

Reg Number - VLT 59

Fleet Number - RM59

Route - fare 30p - SHOPLINKER

RRP: £37.50 – OUR PRICE: £31.88

**EFE 25711 London Transport DMS
Bus & Coach**

Reg Number - GHV 63N

Fleet Number - DMS1063

Route - 40

Destination - VICTORIA

RRP: £39.95 – OUR PRICE: £33.96



**EFE 28825 London Transport
Leyland Titan Prototype 2 Door**

Reg Number - BCK 706R

Fleet Number - N/A

Route - 024

Destination - VICTORIA

RRP: £39.95 – OUR PRICE: £33.96



POSTAGE £3 PER MODEL (£3.50 FOR 2, £4 UP TO 4)

TTCDIECAST.COM

107 NOTTINGHAM ROAD, DERBY, 01332 343943 - MODEL RAILWAYS - MODEL BUSES - MODELS CARS - MODEL TRUCKS

'Off Route' pays tribute to some special step-entrance buses on their demise under DDA, and how about a book on an omnibus with truly terrible passengers?

moose at the wheel

AFTER accusations of sexism and insensitivity, Southern Vectis has said there was an innocent explanation behind a Christmas Eve competition calling on Islanders to Spot the Moose and send them a picture.

A *County Press* reader got in touch raising concern it was a reference to a derogatory term sometimes used against women.

But a spokeswoman for the company said the meaning behind the message was simply one of its drivers was dressed as a moose that day and they were challenging the public to spot him and send in their pictures.

MOOSE ALERT

Definitely one of the most bizarre bus-related news stories of recent years comes from the *Isle-of-Wight County Press* concerning Southern Vectis' rather unfortunate 'Spot the Moose' contest from a couple of years ago. The 'moose' was merely a driver dressing up as the animal for the day for the contest rather than, how do we put this, a slur on any of the fairer sex.

Many thanks to LEN FEEMANTLE for the cutting, and apologies for not using it earlier.

THREE STEPS TO IVECO

It a wonder Iveco didn't have a plastic basket containing oxygen masks at the entrance to this Turbo City 50; such is its high floor. Far from it. Indeed the manufacturer boasts on this original publicity shot: 'The internal layout of the TurboCity 50 uses a gangway with easy entry steps.' Err right. And the Turbo City was a great success?



The internal layout of the TurboCity 50 is a completely flat gangway with easy entry steps.

Further information: Nigel Emms - 0923 259513 Ref no. 36699/12



SUPER LOW-FLOOR

Many thanks for this extraordinary submission from respected North West dealer/enthusiast GEOFF LISTER.

The vehicle is UNB 610, a former Manchester 1958 Leyland PD2/40 with Metro-Cammell bodywork; Geoff bought the bus from Manchester City Council in January 1983, after it had been converted for carrying heavy equipment.



'So would this be the first super-low-floor PD2 and easily be converted to meet DDA requirements?' wonders Geoff. 'It would be great for wheelchair access except you'd have to pull up about 16ft away from the kerb!'

RM MYSTERY

The AEC Routemaster is probably the world's best-known step-entrance bus, and thankfully special dispensation has been granted to allow the type to continue operating on London's surviving heritage route.



We don't know who took this photograph though it looks like being some sort of launch event at Chiswick. We wonder this RM has a completely different from normal side destination blind though?

BRIGADE



Vehicle Safety Solutions

Bus and Coach

INTERIOR INVESTIGATION

Brigade Electronics Group specialises in up-to-the minute safety equipment for buses and coaches, from CCTV to reversing alarms. However, the bus interior on the cover of its latest brochure definitely hails from the step-entrance era. Wonder what it is?



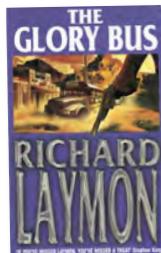
MCW FOR JUBILEE

Reasonably accessible entrance steps on this MCW Metropolitan. The bus is an MCW demonstrator on loan to West Midlands PTE, whose fleet number appears above the entrance door. The Silver Jubilee livery carried had been applied by MCW prior to the loan.

In 1978 it was sold to Trathens of Plymouth for use on a London-based incoming tourist contract for which it was fitted with coach seats and a luggage compartment at the rear of the lower-deck. It remained on London tourist work with various other operators until scrapped circa 1982.



Some more steps, this time on a Daimler Fleetline in the DeCoursey, Coventry fleet. We presume the 'Godiva's Topless Tours' moniker applied merely to the legendary horse riding lady of Coventry, and wasn't a requirement for passengers.



GLORY BUS

Just the right omnibus-related tome to spend your Christmas book tokens on? Maybe the 'Glory Bus' by Richard Laymon isn't for those of a nervous disposition though the vehicle offers 'escape and a hope of salvation to all'. Judging by the passenger list as detailed in the book, you know, the odd kidnapper, a few murders etc you might not really want to be there, but it would certainly be an interesting journey. Don't think there's a fare, either!

SHIELDS COMMENTS

Our 'Off Route' piece on South Shields (B&CP, December) has attracted some interesting comments and suggestions.

DAVID MURRELL tells us that the mystery picture of preserved South Shields Daimler CCG6/Roe LCU 112 was taken in Dundas Street Sunderland, approaching the site of the present-day Stagecoach North East depot. Suggests David: 'I'm only guessing, but could 140's visit to Sunderland be in any way linked with the handover of Sunderland Corporation Transport to the Tyneside PTE on 1st April 1973?'

Over to you on that one, but, talking of the PTE, JONOTHAN RUDDICK has sent us an evocative picture of Leyland Atlantean/Roe SCN 268S, new to that organisation in 1978, but now preserved by the North East Bus Preservation Trust in its later South Shields Busways guise.

The bus was initially restored in 2008 but was later the subject of a major mechanical overhaul, returning to the road in 2015.

Jonothan snapped the Atlantean when it was returning from an NEBPT event at Locomotion in Shildon.



SHIELDS CONFUSION

South Shields Corporation has never, we have been informed, featured in the hallowed columns of 'Off Route', and so we are happy to make amends.

First from the archives comes this magnificent study of a Daimler CCG6 with Roe 63-seat bodywork, one of 18 delivered in 1963, with a pair of trolleybuses both on route 2 to Pier Head behind. To the fore is 'native' 1946 Karrier W trolleybus with Northern Coachbuilders 56-seat

bodywork and BDJ 79, one of an entire batch of 1950/51 built 56-seat East Lancs-bodied Sunbeam F4s acquired from St Helens following the demise of that system, in 1958. Trolleybus hardware and a selection of 1950s/early-1960s small family cars complete the scene.

Our second South Shields tribute picture is more confusing. LCU 112 is the well-known 1964 Daimler CCG6, which has been preserved since 1978. The vehicle looks immaculate in this shot and even



Pre book your group visit* today, and benefit from:

- Discounted entry £9
- Private group tours
- Dedicated coach parking
- Café & gift shop
- Organiser & driver benefits

PLUS FREE TASTER TOURS

(*Groups of 12 or more)

Get Social...



T: 01926 645032

E: groups@britishmotormuseum.co.uk

J12 M40, Gaydon, Warwickshire, CV35 0BJ



BRITISH

TRANSPORT OF DELIGHT

The excellent British Motor Museum obviously has regular group travel clients arriving at its Warwickshire base in an extremely exclusive form of transport. Must be cold without windows at this time of year though!

BUSMART

BUY, SELL AND EXCHANGE YOUR BUS-RELATED ITEMS HERE!
DON'T FORGET PRIVATE ADVERTISERS GO FREE!

INDEX

| | |
|------------------------------------|------|
| Buses and coaches for sale | II |
| Bus and coach parts for sale | IV |
| Bus and coach parts wanted | IV |
| Assistance/information wanted | IV |
| Storage wanted | IV |
| Restoration services | IV |
| Books, magazines and DVDs for sale | VII |
| Models wanted | VII |
| Miscellaneous artefacts for sale | VII |
| Miscellaneous artefacts wanted | VIII |
| Events / Museums | VIII |

Other Categories (not listed this month)

| |
|----------------------------------|
| Accommodation |
| Announcements |
| Assistance available |
| Books, magazines and DVDs wanted |
| Buses and coaches for hire |
| Buses and coaches wanted |
| Business for sale |
| Heritage bus services/tours |
| Models for sale |
| Obituary |
| Photographs for sale |
| Photographs wanted |
| Property for sale |
| Reunions |
| Services |
| Shared ownership |
| Situation vacant |
| Societies |
| Sponsorship wanted |
| Storage/workshop facilities |
| Presbus bookshop |

FEATURED BUS FOR SALE



VEHICLE: 1979 Leyland Atlantean/Alexander.

DETAILS: Unfinished restoration project. Ex-Portsmouth UOR 320T and ex Isle of Man Transport. Mechanically complete and runs well. Much of the chassis sandblasted and painted with new brake chambers fitted. Many spare parts included. £1,000 ono.

CONTACT: Tel Thurstan on 07624 479803.

ADVERTISING RATES

PRIVATE READERS' ADVERTISING

Genuine private readers' lineage adverts are **FREE** and may include one **FREE** image.

All advertisements will appear in the next available issue.

DON'T DELAY, CONTACT US TODAY!

Write or e-mail your requirements to Presbus Publishing, 12 Redland Close, Alderman's Green Industrial Estate, Coventry, West Midlands CV2 2NP.
All correspondence should be marked as 'ADVERTISING'.

Please note we do not accept private adverts over the phone.

e-mail: presbusps2@btinternet.com

TRADE ADVERTISING

Trade adverts are also accepted, for which our standard rates apply.

These also apply to display advertising should private readers require it.

For our latest competitive rates please call or e-mail Sandra Lamb:

024 7661 6930

e-mail: presbusps2@btinternet.com

BE SMART: USE **BUSMART!**

BUSES AND COACHES FOR SALE



1968 AEC Reliance/Duple Commander III JRV 500F AEC
505, 51-seater. New to Byngs Coaches of Portsmouth & Southsea.
Full Cobus restoration two years ago. Class 6 MoT (Can be class 5 if needed). Other vehicles also available. £POA Call Wesley on 07773 690 690



Rare 1985 Leyland Tiger TL II Duple Caribbean. 53 seats (Preserved). Original moquette. Excellent condition for age. Runs well, garaged and stored — no current MOT. £3,500 (07751 521867) OR Judithpoole79@gmail.com



1989 DAF MB 230/ van Hool Alizee 51 seats centre toilet.
Runs well. 6-speed splitter gearbox.
All in good order.
In service until last year and now garaged and stored, so no current MoT. (pic Billy Brayford)
£6000 07751 521867
- Judithpoole79@gmail.com



1972 Bristol LH Leyland 400 engine 41 seats Plaxton Elite. Has had work on body but still needs further restoration. Runs and drives OK. Has a Plaxton Paramount Front it has had a class 5 MoT, but not at moment. Needing room is reason for sale - kept in storage in garage £2,500 (pic Billy Brayford) 07751521867 - Judithpoole79@gmail.com



1969 Bristol RE/ECW coach, 38 seats and 7 tables. Painted in Midland coach livery. Has just passed MoT, and been serviced. Has slight damage on rear bumper £8,500 Call Kevin n 07584166714



1937 all-Crossley (MCCW frames) Mancunian streamline single decker c/w six cylinder Crossley VR6 engine. Restoration partly completed including reframing of both sides. Bus kept at Roaches Industrial Estate, Manchester Road, Mossley located behind the Lal Quilla Restaurant on the A635 just before Saddleworth border. Offers in the region of £3,500 invited. Telephone enquiries 01457 874871 or email ralph_diggleyworks@btinternet.com

1998 Toyota Caetano Optimo IV 21 seats plus courier seat. Four-cylinder engine in good running order, but needs alternator and replacement nearside window (broken). Some lenses missing. Sale due to retirement. Ideal for motor home conversion or to keep as mini coach £3,200 or best offer Located Braintree 07808 634979/07808 634980

1984 Leyland Tiger, Plaxton body converted to carry race car, good strong TLII engine and gearbox. MoT until August 2017, sold for spares or restoration. OIRO £1,000. Contact Nick 07921 886414



1960 Aldershot & District AEC Reliance XHO 370 for sale. 5-speed gearbox and Weymann 40-seat body. In running order, but engine oil leak and radiator overheating require attention. Current owners prefer bus goes for further preservation only. Serious interest and offers 01489 589020 or johnsherwin.97@gmail.com.



1990 DAF MB230LT/Van Hool T8. Good strong 11.6-litre engine, manual gearbox 55 seats. Ideal classic restoration project or perfect for schools etc. A few handles, marker lights etc missing. Taken off the road three years ago. No MoT £3,500ono Located Braintree 07808 634979/07808 634980



1972 Dundee Corporation Daimler Fleetline for sale Dual-door Alexander body and long-wheelbase chassis. This is a rare chance to buy one of only six known surviving buses new to Dundee Corporation. It has never left the local area and retains many original features with semi-automatic gearbox and Gardner 6LXB engine. A substantial amount of work has already been carried out on the bus which is stored securely under cover, but further work will need to be completed before it can be removed. Reluctantly offered for sale as an ongoing restoration project following the sudden sad death of main team member. More information and pictures can be found at www.tayway.com or email bus@tayway.com. Serious enquiries only please.



1984 Leyland Tiger Plaxton Paramount body, converted to carry race car, Good strong TLII engine and gearbox. MoT until August 2017. Sold for spares or restoration. OIRO £1,000. Contact Nick 07921 886414.



Bedford coach Late 1970s —free to a good home! When last driven 6 years ago, was in perfect working order. Buyer collects. For further information contact Dee on 07769 924728.



Bristol single-deck bus Mechanically complete. Gardner 5LW £2,500 contact Rush Green Motors on 01438 354174. (Trade).

BUS AND COACH PARTS FOR SALE

Bedford J2 Plaxton Embassy 8ft-wide complete front end below windscreen. Grille, right/left corners, sides good condition £450 call C Rischer 07961 431089



Specially commissioned moquette suitable for East Yorkshire Motor Services or similar. 20metre x 1.5m rolls at £500 Please contact Malcolm Wright on 07850 940443.

Classic and Vintage Commercial Spares 1940 to 1990

We have thousands of parts new and secondhand for buses and coaches, trucks and lorries.

We may just have that hard to find part. We also have hundreds of workshop manuals and part books.

07803 121435

We are always looking for vintage spares

RUSH GREEN MOTORS

Langley, Hitchin, Herts SG4 7PQ

Tel: 01438 354174 Fax: 01438 353560

www.rushgreenmotors.com

Largest varied stock of vehicles and spare parts in the UK 1990 to pre-1940. Hundreds of vehicles, thousands of spare parts. UK and Continental vehicles including: AEC, ATKINSON, ALBION, EDFORD, B.M.C, COMMER, DODGE, FORD, LEYLAND, MAUDSLEY, SCANIA, BRISTOL, SEDDON, THORNYCROFT, VOLVO etc.

BUS AND COACH PARTS WANTED

Wanted

Obsolete new/old stock

For bus, coach, truck & tractors

Anything considered

Cash for job lot

Call Cliff 07803 121435

ASSISTANCE/INFORMATION WANTED

Information regarding **Guy Arab Mark III** with Harrington 27-seat luxury body for continental tours. Call Duncan 0151 645 0545.



Information regarding **KLP ID** Bedford PJK (chassis No. FT103932) Duple (body No. 8507/0600) new 6/85 to Royal Household, Kensington Has anyone seen or know the whereabouts of this Duple Dominant that carried the KLP ID registration. I have been informed that this was sold on eBay in July 2014, to a number plate dealer, who sold the KLP ID registration to the owner of 1966 Bedford J2 Duple coach that originally had this number. The Dominant was then sold on with an unknown replacement number plate (presumably with a B or C prefix) possibly to a garden centre or school in the south of England. If anyone knows where it is please ring John Wakefield on 01223 843802

STORAGE WANTED

Undercover storage wanted for minibus for restoration in Hampshire area Call 07455 260760

RESTORATION SERVICES

Bus and Coach Works Specialists



We specialise in the classic to the modern day buses and coaches, catering for anything from small repair work to a full restoration, providing 1st class quality of workmanship at a competitive price.

- Repair work
- Repaints
- Panel work
- Metal fabrication

- Wood work
- Welding, including Mig and Tig
- Interior work

- Flooring
- Re-trimming
- Full restorations & more.



Contact: Dan Buckman
tel: 07782 313836 | e-mail: info@bucksbodyshop.co.uk

www.bucksbodyshop.co.uk

Unit 53, The Vinery, Poling, Arundel, West Sussex. BN18 9PY

COBUS

COACH REPAIRS & REFURBISHMENT

Commercial and Vintage Coachwork Specialists

- Specialist Repairs & Resprays
- Highest-End Restorations
- Custom Renovations
- Insurance Approved
- We Have an Extensive Range of Parts in Stock and also Available to Order
- Our Experienced and Friendly Staff Provide Both Impartial and Friendly Advice

Old and obsolete coach parts always wanted

Unit 3, Hunmanby Industrial Estate, Bridlington Road,
Hunmanby, Filey, North Yorkshire, YO14 0PH

Tel: **01262 603829** Fax: **01262 608908**

E-mail: **cobusuk@btconnect.com**



Central

Bus Restorations Ltd



We repair, refurbish and restore both modern and vintage vehicles.

Both mechanical and body work including woodwork undertaken.

Work undertaken in stages to meet individual requirements.

Traditional coachpainting.

We are located close to Junction 15 of the M6



Call **07860 562165 / 01782 791757**
e-mail **mark1969owen@hotmail.co.uk**
or visit **www.centralbusrestorations.co.uk**

SD

BUS AND COACH RESTORATION



TO DISCUSS YOUR REQUIREMENTS FURTHER PLEASE CONTACT STEVE ON:

07944 950663

SD Bus and Coach Restoration specialises in vintage bus and coach restoration at customer's premises. Proprietor Steve Dawson is a time served commercial body builder, and has previously worked at several bodybuilding firms in Lancashire, including East Lancs Coachbuilders.

Commissions both large and small undertaken to suit owner's timescales and budget.

Recent major restoration projects include the complete rebuild of a former Ribble Park Royal bodied Leyland Atlantean, a North Western Alexander bodied Leyland Leopard and a Preston MCW bodied PD3. In all cases these vehicles required frame renewal and major chassis repairs and the Atlantean and Leopard also required the fitting of replacement ceiling panels

Other on-going projects include reframing and repaneling of former Morecambe AEC Regent III No: 72 and chassis repairs, repaneling and re-flooring of former Ribble White Lady Atlantean coach No: 1279.

SD Bus and Coach Restoration are based in Lancashire. However commissions can be undertaken in other parts of the country.

Progress on projects may be followed on our Facebook page www.facebook.com/sdbusandcoach

HISTORIC VEHICLE RESTORATION



We are currently looking to expand our team & are seeking experienced coachbuilders

Please contact Seb Marshall on: Tel: 07950 272125

WWW.HISTORICVEHICLERESTORATION.COM

We have a large stock of engine spares for AEC & Leyland engines of the 50's, 60's, 70's

Unit 5 Trackside, Abbot Close, Byfleet, Surrey KT14 7JN

BOOKS, MAGAZINES AND DVDs FOR SALE

Buses Annual/Yearbook 1963-92 excellent to mint condition. 1963 has 2 inch tear on one page otherwise intact and in excellent condition throughout. 1964 damage to top corner, otherwise excellent throughout. All others near mint. Location Croydon. string604@gmail.com

'Provincial in Grimsby' 62 pages of text with b/w photos, this new A5 book is the result of many years of research by the main author, Stewart Brett. The majority of the photos have never been published before. Although specifically about the tramway operations in Grimsby, there is reference to Gosport when vehicles were transferred. This comprehensive fleet history is available from www.provincialsociety.org

you'd be surprised who reads it

If you like old buses, you'll love this gorgeous magazine, full of fascinating articles and nostalgic pictures that give you an insight into the story of how we got to where we are today.

If it's good enough for James Freeman, we reckon you'll enjoy it, too.

Classic Bus



from specialist bookshops, many WH Smith branches or by post from
Classic Bus Publishing Ltd
18 Brunstane Road
Edinburgh EH15 2QJ

MISCELLANEOUS ARTEFACTS FOR SALE



Many vehicle and operator badges, (more than shown). For a list please contact Jim Sambrooks, 55, Silverwood House, Doncaster, Yorks. DN1 3RN, jimsambrooks@hotmail.com or phone 01302 320753 and leave a message.



Leyland Tiger key ring, full-bodied Tiger in enamel on a chrome tab with a leather type backing in very nice used condition £30. Driver's button hole lapel badge, original Leyland with good enameling, £28. Both for £50 including postage; **Leyland Atlantean rear badge** of a SelneC bus in good used condition, all fixings on the back intact and both the man and the globe complete and good condition. £95. ATLANTECN block badge in used condition, fixing hole at each end. £30. Both including post & packing; **AEC front badge** in used condition, fixings on the back. £85 free postage; **Plastic self adhesive used name badges**, all in good used condition, VOLVO £15, Eurorider £12, 2 x Plaxton £12 pair. All include packing and postage. May take an offer on all as one lot. Alan 01872 575140 or ajencornwall@aol.com

MODELS WANTED

Crosville EFE Nos 15102A, 15102b, 15102c (issued 1993) **Arriva Cymru EP43001** (issue 2001). Memorabilia to add to collection. Mr S Cave, 01777 707236

Graham models

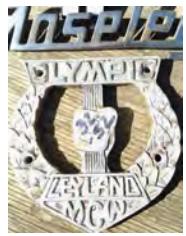


e-mail: graham31.gl@gmail.com
mobile: 07487 699905

Buy any unwanted model collections anywhere in the UK and will collect



Leyland Tiger badge. As new condition as fitted to front of coach £75 plus post or collect from Bridlington, East Yorkshire; **Lapel Badges**. Button hole fitting: AEC, Bedford Drivers Club, RAC. Pin fitting: Leyland, Albion, BMC drivers club, Commer, Standard. All £10 each including postage. Also large National Benzole cap badge, £15. BP lapel badge £15. Call Ken on 01262 678755



Leyland Olympic badge, crown missing but the rest of the badge is in good condition, hence price £45. Leyland Atlantean, name badge, a large badge that has been screwed onto a display board: £20. Another the same but unused with studs on back: £48. Leyland Atlantean front badge complete in nice condition. Leyland lapel button-hole badge £20. All plus postage. Please telephone Alan on 01872 575140.

MISCELLANEOUS ARTEFACTS WANTED

'On The Buses' board game from YesterYear. Call Mr S. Cave on 01777 707236

EVENTS / MUSEUMS



TRANSPORT AUCTIONS of LONDON

The *professional* Auction House for

TRANSPORT COLLECTABLES

(from London, the SE & further afield)

Signs & plates, badges, posters, maps, timetables, destination blinds, tickets & ticket machines, railwayana and other relics

Regular sales held at the Croydon Park Hotel, East Croydon. Live bidding in the saleroom and worldwide on the internet.

Next sales: Saturdays 25 February & 24 June 2017

- Unrivalled market knowledge & expertise
- Free expert advice & valuations, **cash offers available**
- Comprehensive catalogues, free by email
- Prompt payments to vendors
- Fast & friendly response to all enquiries

Now taking entries for our June sale

Contact us for free advice and valuations

enquiries@transportauctionslondon.com

Tel: 01737 237505

www.transportauctionslondon.com

Facebook: [transportauctions of london](#)

Twitter: @TranspAuctions

Transport Auctions of London Ltd

Hamilton House, 87-89 Bell Street, Reigate RH2 7AN



UNDER NEW MANAGEMENT PEAK PARK PRESERVED BUS GATHERING

Sunday 18th June 2017

Large display on both sides of the track | Judging of fully restored buses
Frequent preserved bus services in the National Park
including Bakewell and Matlock | Sales stalls and refreshments
Steam train rides connecting with preserved buses at all stations

For full details and entry forms contact Dennis Vickers:

www.chesterfield123.org.uk | www.transpirebus.org
14, Whiting Mews, Holland Road, Old Whittington, Chesterfield, S41 9HF

STAINES TRANSPORT COLLECTORS FAIR

SATURDAY 11th FEBRUARY 2017

10.30AM - 3.30PM

THE HYTHE CENTRE, THORPE ROAD,
STAINES, TW18 3HD

Collectables for Bus, Tram, Trolleybus, Railway and Underground enthusiasts. **Now in its 12th year!**

Enquiries for this event to:
Julian Bowden, 21 Forde Avenue, Bromley, BR1 3EU
(SAE please). Mob: 07932 812268

SHOREHAM TRANSPORT FAIR

SATURDAY 25th FEBRUARY 2017

10.30AM - 3.30PM

THE SHOREHAM CENTRE
2 POND ROAD, SHOREHAM, BN43 5WU

For further information visit:
www.southernbusevents.co.uk

ALDRIDGE TRANSPORT MUSEUM 2017



BUSES BY NIGHT

SATURDAY 18TH FEBRUARY

14:00 TO 20:00



MODELS IN THE MUSEUM

SUNDAY 26TH MARCH

10:00 TO 16:00



SPRING RUNNING DAY

SUNDAY 23RD APRIL

10:00 TO 16:00

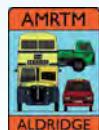
Free Buses from Walsall - opposite the bus station
Departs Walsall (Hatherton Road) 10:20 and every 30 minutes to 16:20
(For Walsall departures for February and other updates,
see our website & Facebook page)

Aston Manor Road Transport Museum

Sherstone Drive, Off Northgate, Aldridge, Walsall WS9 8TP

Event Admission £5 adult, £2 child, £13 family

www.amrtm.org 01922 454761 Registered Charity no. 519216



BUSFLIX FILMS

RECENT RELEASES

BUSFLIX SERIES

| | |
|--|--------|
| BF 153 Yorkshire East November 2016 | £12.00 |
| BF 152 Berkshire November 2016 | £10.00 |
| BF 151 Buckinghamshire 2016 | £10.00 |
| BF 150 North West London October 2016 | £10.00 |
| BF 149 South Clydeside October 2016 | £10.00 |
| BF 148 Staffordshire South August 2016 | £10.00 |
| BF 147 Derbyshire West August 2016 | £7.00 |
| BF 146 Bristol July 2016 | £10.00 |
| BF 145 Essex June 2016 | £12.00 |
| BF 144 Suffolk June 2016 | £10.00 |

BUSFLIX 153

Yorkshire East

November 2016 76 Minutes £12



Filmed in Goole, Market Weighton, Beverley, Hull, Scarborough, Whitby, Pickering, Malton & Bridlington.

November 2016



Widescreen 16:9



LOOKING BACK AT BUSES

| | |
|--|-----|
| LB 101 Peterborough 1996 | £10 |
| LB 100 Colchester & Chelmsford 1997 & 2002 | £12 |
| LB 099 Brighton Part 2 65 Min 1995 & 9 | £10 |
| LB 098 Brighton Part 1 60 Min 1994 & 8 | £10 |
| LB 097 Eastbourne & Worthing 67 Min 1994-7 | £10 |
| LB 096 Bristol & Bath 62 Min 1999-2000 | £10 |
| LB 095 Somerset 1995—1997 65 Minutes | £10 |
| LB 094 Gloucestershire 1994—2004 37 Minutes | £7 |
| LB 093 Milton Keynes & Aylesbury 1995—9 68 Minutes | £10 |

BUSFLIX

Looking Back At Buses 101

Peterborough

1996 62 Minutes

£10



Filmed in Peterborough Centre

Filmed by Terry Osborne.



PUBLICATIONS

FOCUSING ON THE BRISTOL VR £9.75

Newcastle Transport buses in the 50'S & 60'S part 1 £6.00

Newcastle Transport buses in the 50'S & 60'S part 2 £6.00



NEWCASTLE TRANSPORT

Buses in 50's and 60's

41 Colour and Black & white
pictures never seen before.

NEWCASTLE



TRANSPORT

NEWCASTLE TRANSPORT

Buses in 50's and 60's

Part 2



A further look at Newcastle Transport buses in the 50's and 60's both with the Corporation and with subsequent owners.

WWW.BUSFLIXFILMS.COM

Order by telephone with credit or debit card, (Mon—Fri evenings 1900—2200) 01709 769507 or by mail

Please make cheques payable to D. Robinson. 14 St Philips Close, Maltby, Rotherham S66 8NJ S.A.E. FOR LIST

P&P one film or book £2.30, Two films or books £3.25, Three or more £4.50 (Newcastle books £1.75 for 1 or £2.70 for both).



Follow us on Facebook. see our stall at bus rallies or download the app at <http://www.busflixfilms.com/app>

Mail Order Book Service



We accept payment by major credit/debit cards and also by cheques made payable to Presbus Publishing.



Orders are sent **POST FREE!** (to UK addresses only). Please call for overseas postal rates.

Please allow 14 days for delivery. If you require a faster service, please notify us at the time of placing your order.

Presbus Publishing
Unit 12, Redland Close
Aldermans Green Industrial Estate
Coventry CV2 2NP

See our website for a full list of titles currently available. E&OE

Telephone:
024 7661 6930

e-mail: presbusps2@btinternet.com
www.presbuspublishing.com

PLEASE INCLUDE A TELEPHONE NUMBER WITH ALL ORDERS!

This exclusive service is provided by the publishers of



**ORDER NOW
FOR POST-FREE
UK* DELIVERY**

(* APPLIES TO UK ORDERS ONLY –
PLEASE CALL FOR OVERSEAS RATES)

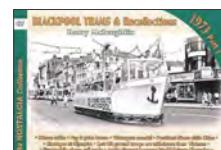
A SELECTION OF NEW AND RECENT TITLES

Blackpool Trams & Recollections 1972

McLaughlin | Silver Link

48 pages | sbk

£6.00 Available soon

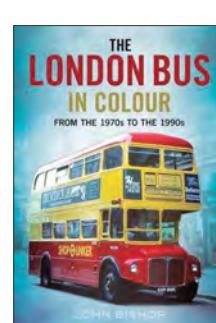


Blackpool Trams & Recollections 1973 part 2

McLaughlin | Silver Link

48 pages | sbk

£6.00 Available soon

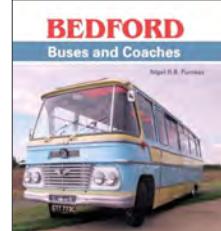


London Bus Garages and Allocations 2017

Crecy Publishing

64 pages | sbk

£7.95

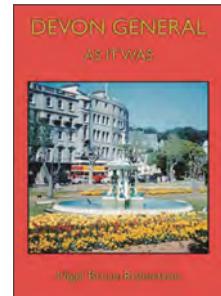


Southdown Buses

M Hymans | Amberley

128 pages | sbk

£14.99



DEVON GENERAL AS IT WAS

Nigel Bruce-Robertson

124 pages | sbk

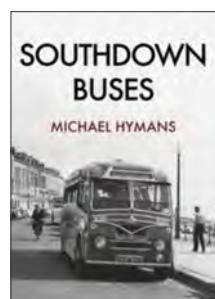
£15.00

Bedford Buses and Coaches

N Furness | Crowdwood

224 pages | hbk

£35.00



Devon General As It Was

Nigel Bruce-Robertson

124 pages | sbk

£15.00



Buses, Coaches & Recollections 1973

Henry Conn | Silver Link

48 pages | sbk

£6.00 Available soon



Buses, Coaches & Recollections 1974

Henry Conn | Silver Link

48 pages | sbk

£6.00 Available soon



Buses, Coaches, Trams & Trolleybuses Recollections Scotland 1963/64

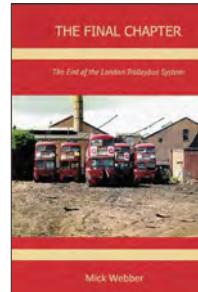
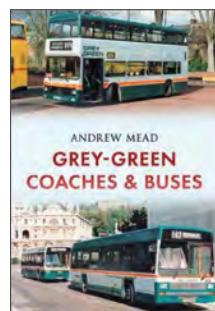
H Conn | Silver Link | 64pp
sbk **£8.00 Available soon**

Grey-Green Buses and Coaches

A Mead | Amberley

96 pages | sbk

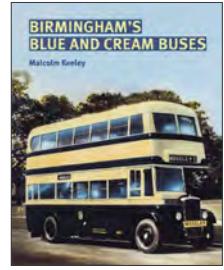
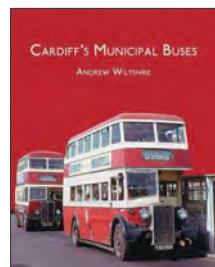
£14.99



The Final Chapter
Mick Webber
Bowden Publishing
100 pages | sbk
£18.00



Cardiff's Municipal Buses
Wiltshire | Coastal Shipping
240 pages | hbk
£25.00



Birmingham's Blue and Cream Buses
Malcolm Keeley | Capital
176 pages | hbk
£35.00



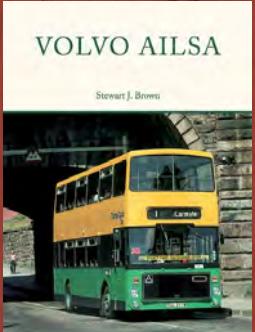
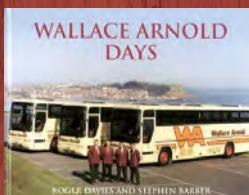
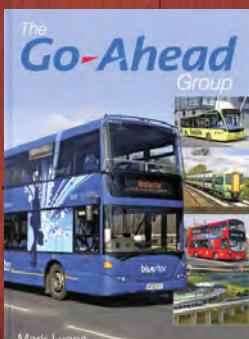
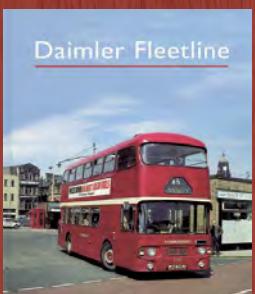
CIE Buses
J Sinclair | Stenlake
56 pages | sbk
£10.00

www.presbuspublishing.com

Presbus PUBLISHING

WINTER wonders

ORDER NOW AND GET
POST-FREE UK DELIVERY



Come and visit our premises



Customers are welcome to view our extensive mint-condition secondhand stock, appointment only please.

Please include a telephone number with all orders!



We accept payment by credit/debit cards and cheques payable to Presbus Publishing:
Unit 12, Redland Close, Aldermans Green Industrial Estate, Coventry, CV2 2NP

We have limited stocks, so order now to avoid disappointment.

| TITLE | PUBLISHER | WAS | NOW |
|--|--------------------|--------|---------------|
| AEC Buses since 1955 | Ian Allan | £22.50 | £14.00 |
| AEC Regent V | Ian Allan | £19.99 | £12.00 |
| Badgerline | Ian Allan | £22.50 | £14.00 |
| BET Buses in the 1960s | Ian Allan | £19.99 | £12.00 |
| Birmingham Buses Route by Route | Ian Allan | £24.99 | £15.00 |
| Bristol Lodekka in Colour | Ian Allan | £20.00 | £12.00 |
| Britain's Last Municipal Operators | Ian Allan | £19.99 | £12.00 |
| Britain's Olympic Hope | Presbus Publishing | £12.50 | £8.00 |
| Bus & Coach Preservation H'book 2010 | Presbus Publishing | £14.95 | £3.00 |
| Central South Buses in the 1970s | Presbus Publishing | £8.50 | £4.00 |
| Crosville in Colour 1965-1986 | Ian Allan | £22.50 | £14.00 |
| Daimler Fleetline | Ian Allan | £19.99 | £12.00 |
| Dennis Dominator | Ian Allan | £22.50 | £14.00 |
| Glory Days United Counties | Ian Allan | £16.99 | £10.00 |
| Glory Days Yorkshire Traction | Ian Allan | £16.99 | £10.00 |
| Go-Ahead Group | Ian Allan | £19.99 | £12.00 |
| History of the Thames Valley Traction Co 1931-45 | Paul Lacey | £25.00 | £13.00 |
| History of the Thames Valley Traction Co 1946-60 | Paul Lacey | £25.00 | £13.00 |
| History of the Thames Valley Traction Co 1961-71 | Paul Lacey | £25.00 | £16.00 |
| Leyland Buses since 1955 | Ian Allan | £17.99 | £11.00 |
| Lodekka Alternatives | Ian Allan | £22.50 | £14.00 |
| London's Classic Buses: A Black and White Album | Capital Transport | £16.95 | £10.00 |
| London's Night Buses Vol 1 | Capital Transport | £19.95 | £12.00 |
| London's Night Buses Vol 2 | Capital Transport | £30.00 | £18.00 |
| London Transport 1970-1984 | Ian Allan | £22.50 | £14.00 |
| London Transport 1949-1974 | Ian Allan | £22.50 | £14.00 |
| London Trolleybuses A Class Album | Capital Transport | £18.95 | £12.00 |
| Lodon Memories | Ian Allan | £14.99 | £9.00 |
| Midland Red in NBC Days | Ian Allan | £20.00 | £12.00 |
| Midland Red Bus Garages | Ian Allan | £30.00 | £18.00 |
| Prestige: Hants & Dorset | Venture | £8.99 | £6.00 |
| Prestige: Hull | Venture | £8.99 | £6.00 |
| Prestige: Trent 1 | Venture | £8.99 | £6.00 |
| Prestige: United Counties | Venture | £8.99 | £6.00 |
| Prestige: Venture of Consett | Venture | £8.99 | £6.00 |
| Prestige: West Riding 2 | Venture | £8.99 | £6.00 |
| Prestige: Yorkshire Traction 2 | Venture | £8.99 | £6.00 |
| South East Buses in the 1970s | Presbus Publishing | £8.50 | £4.00 |
| Swanbrook Motor Services | Colin Martin | £9.99 | £5.00 |
| Volvo Ailsa | Ian Allan | £19.99 | £12.00 |
| Wallace Arnold Days | Ian Allan | £16.99 | £10.00 |

Order now for **POST-FREE** UK delivery

Call us on: 024 7661 6930

e-mail: presbusps2@btinternet.com | www.presbuspublishing.com

Presbus
PUBLISHING



**telephone 01442 820580
e-mail bcp@webscribe.co.uk**

Unit 4, College Road Business Park, College Road North, Aston Clinton, HP22 5EZ

The Book Bundle is back!

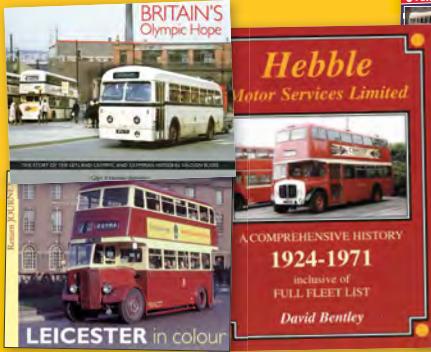
Take out a new B&CP subscription today and receive

Five FREE Books

offer
worth over
£50

With your new annual subscription you will receive absolutely free:

Leyland Nationals in Colour
Swanbrook Motor Services
Hebble Motor Services
Britain's Olympic Hope
Leicester in Colour



Offer ends 9.2.17 – only open to new subscribers in the UK

SUBSCRIBE TODAY!

I would like to take out a subscription to *Bus & Coach Preservation*, starting with the _____ issue, and claim my special offer.

- 12 issues – UK £54.00 12 issues – Europe £80.00 12 issues – ROW £90.00
 Quarterly Direct Debit – £13.50 per quarter (UK – 12 issues only) **CODE: BCP199**

Gift Subscription Details (if required)

Mr/Mrs/Miss/Ms: _____ Forename: _____
Surname: _____
Address: _____
Post Code: _____ Country: _____
Tel No: _____
E-mail: _____

Your Details

Mr/Mrs/Miss/Ms: _____ Forename: _____
Surname: _____
Address: _____
Post Code: _____ Country: _____
Tel No: _____
E-mail: _____

Debit / Credit Card

For credit/debit card orders, please call 01442 820580

Cheque

I enclose a cheque to the value of £ _____
(please make cheque payable to Presbus Publishing – Eurocheques are not accepted)
Offer ends 9.2.17 – only open to new subscribers. Subscriptions are non-refundable.

From time to time, Presbus Publishing may contact you with information or offers regarding subscriptions and other products. If you do not wish to receive such information or offers, then please tick the following box

INSTRUCTION TO YOUR BANK OR BUILDING SOCIETY TO PAY BY DIRECT DEBIT



Please fill in the whole form using a ball point pen and send to:
Bus & Coach Preservation Subscriptions Department
Unit 4, College Road Business Park, College Road North, Aston Clinton, HP22 5EZ.
Tel: 01442 820580 Fax: 01442 827912 E-mail: bcp@webscribe.co.uk

Name and full postal address of your bank or building society

Service Users Number:

4 2 7 0 4 9

Name of Bank / Building Society: _____

Address of Bank / Building Society: _____

Post Code: _____

Name of Account Holder: _____

Bank / Building Society Account Number

Branch Sort Code:

Reference (office use only)

Instruction to your Bank or Building Society

Please pay Presbus Publishing Direct Debits from the account detailed in this instruction subject to the safeguards assured by the Direct Debit Guarantee. I understand that this instruction may remain with Presbus Publishing and, if so, details will be passed electronically to my Bank/Building Society.

Signature: _____

Date: _____

Banks and building societies may not accept Direct Debit instructions for some types of account.

The Direct Debit Guarantee (this should be detached and retained by the payer)

- This Guarantee is offered by all banks and building societies that accept instructions to pay Direct Debits.
- If there are any changes to the amount, date or frequency of your Direct Debit (Webscribe Ltd) will notify you 10 working days in advance of your account being debited or as otherwise agreed. If you request (Webscribe Ltd) to collect a payment, confirmation of the amount and date will be given to you at the time of the request.
- If an error is made in the payment of your Direct Debit, by (Webscribe Ltd) or your bank or building society, you are entitled to a full and immediate refund of the amount paid from your bank or building society.
- If you receive a refund you are not entitled to, you must pay it back when (Webscribe Ltd) asks you to.
- You can cancel a Direct Debit at any time by simply contacting your bank or building society. Written confirmation may be required. Please also notify us.



NEW

MARKING 30 YEARS OF DEREGULATION

MARKING 30 YEARS OF DEREGULATION

Britain's BUSES

From **BUSES MAGAZINE** KEY



PRIVATISATION • MINIBUSES • COMPETITION • COLOURS

ONLY
£6.99



This 116-page bookazine commemorates 30 years since Britain's buses beyond London were deregulated and most public sector operators began to be privatised. In words and colour pictures, it outlines how bus services were provided before October 1986 and how they were changed, with new operators encouraged to compete with the existing ones, resulting in 'bus wars' on the streets of many cities and towns. It also looks at the tools of deregulation — the different types of vehicles bought new and secondhand to take the bus industry through these first years of radical change.

FEATURES INCLUDE:

The National Bus Company - what it was and who bought its regional companies

The municipal bus fleets - why so many of them have disappeared

How deregulation affected Greater Manchester, Merseyside and Yorkshire

Routemasters, minibuses and Leyland Nationals - the tools of deregulation

Kent and East Sussex - deregulation and privatisation in shire counties

The colours of deregulation - how liveries characterised the changes

AND MUCH MORE!

A NEW SPECIAL PUBLICATION FROM **KEY PUBLISHING**

AVAILABLE NOW FROM **WHSmith** AND ALL LEADING NEWSAGENTS

JUST £6.99⁺ FREE P&P*

*Free 2nd class P&P on all UK & BFPO orders. Overseas charges apply.

1000/16

Free P&P* when you order online at
www.keypublishing.com/shop



Call UK: 01780 480404
Overseas: +44 1780 480404

Monday to Friday 9am-5:30pm